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# Where Does the N.A.C.C. Stand on Bus Regulation?

## Record Does Not Justify Caustic Criticisms That Have Been Made of Chamber's Policy

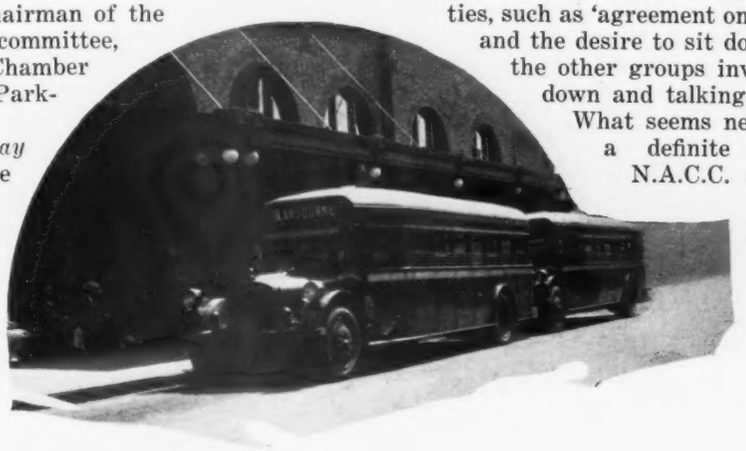
By Donald Blanchard

THROWING brickbats at the National Automobile Chamber of Commerce for its opposition to the Parker bill providing for the regulation of interstate bus carriers, has become a somewhat popular sport.

One of the first of these brickbats, if not the first, was hurled by C. D. Cass, assistant to the managing director of the American Electric Railway Association, who said in part before the House Committee on Interstate and Foreign Commerce at the hearing held in April on the Parker bill: "It is further my deliberate judgment that the opposition that is presented here by this group of manufacturers is designedly faultfinding in its nature for the purpose of obstructing this legislation."

On April 28 the *Electric Railway Journal* published an editorial which stated that "If the attempt to stabilize interstate bus operation through regulation should fail at this session of Congress there seems ample reason to attribute the cause largely to this unexpected last-minute disposition to try to make a regulatory law perfect in all of its details at its inception."

Again at the recent Cincinnati convention of the Bus Division of the American Automobile Association, S. A. Markel, chairman of the Division's legislative committee, heatedly denounced the Chamber for its opposition to the Parker bill.



The *Electric Railway Journal* re-entered the lists in its issue of July 14, statements made recently by A. J. Brosseau before the Motor Transport Division of the American Railway Association and by E. F. Loomis before the Bus Division convention being made the occasion for these most recent brickbats. In this editorial the *Journal* says in part: "Everyone seems agreed on the need for interstate regulation. Apparently, also, all of the principal interested groups, with the exception of the N.A.C.C., are agreed on the form and extent of the regulation. Although there were repeated efforts made to have the situation thoroughly thrashed out while a bill was in process of formulation, the N.A.C.C. chose to take a hand only when the matter reached a Congressional committee. In doing that it has definitely assumed the responsibility in the eyes of railway men and bus operators as well, of proposing something to take the place of the measure to which it objected. It is all very well for N.A.C.C. spokesmen to express accord with the general idea of regulation and to voice a desire to sit down with other interested groups to discuss a basis for a regulatory law. Just why that desire was not expressed during the long period that the Parker bill was under discussion and in process of formulation by all the other groups interested is hard to understand."

Subsequently the same editorial says: "It is high time to put aside the smoke-screen of glittering generalities, such as 'agreement on the need for regulation, and the desire to sit down to talk it over.' All the other groups involved have been sitting down and talking it over for some time. What seems needed most right now is a definite statement from the N.A.C.C. of just what it would consider advisable in the way of interstate regulation. Then there would at least be the opportunity of judging just how far that body is willing to go, and how much discussion is necessary before something

really constructive can be done."

Summarized, the various criticisms of the N.A.C.C. policy referred to above and others that have been made at various times, seem to be as follows:

1. That the objective of the N.A.C.C. is to prevent any federal regulation of interstate bus operation at this time.

2. That the N.A.C.C. held itself aloof from the various conferences leading up to the introduction of the Parker bill and that no opposition to that legislative proposal was expected from the manufacturers.

3. That, while agreeing that federal regulation of buses is desirable nobody knows what the N.A.C.C. would consider to be an acceptable translation of this general principle into legislation.

4. That the N.A.C.C. opposition was largely responsible for the failure of Congress to enact legislation at its last session.

Before taking up these criticisms in detail, it might be well to point out that in the main the attacks on the Chamber have been more in the nature of criticisms of its temerity in appearing to oppose the bill before the Congressional committee rather than of the detail of the arguments it presented at that time. The interested attitude of the individual Congressmen making up the committee during the time that the Chamber's counsel, Larue Brown, was before it, however, tended to indicate to this observer at least, that they regarded Mr. Brown's contentions as something more than an insistence "on conditions of administration more or less precise that tended to becloud the main issue."

The charge that the Chamber's policy has been obstructive in its intent is equivalent to questioning the sincerity of the manufacturers in stating that they are in favor of regulation. Whether this charge is warranted or not, depends largely on the justness of the second and third charges listed previously.

### N. A. C. C. Participation

The N.A.C.C. participated in several conferences with the legislative committee of the Bus Division; particularly one in Washington late last year and another in New York during the second week in January. At these conferences Mr. Brown made a number of criticisms and suggestions with reference to the Denison bill which at that time was receiving the consideration of the Bus Division's legislative committee. Briefly the points he made were as follows:

1. That the definition of those who were to be made subject to regulation was unsatisfactory and a clear indication that he favored a provision that would include only regular route operators.

2. That the formation of joint boards should be mandatory rather than at the discretion of the state commissions and that where more than three states were involved, applications should be made directly to the Interstate Commerce Commission.

3. That the "grandfather" clause should be effective at a date later than March 3, 1925.

4. That rate regulation be omitted or amended to provide only for the filing of tariffs, that they be adhered to and that they be not changed without notice.

5. That the provision outlining what should be taken into consideration in determining whether or not there is public convenience and necessity for a proposed operation, should be revised.

This is a rather sketchy summarization of Mr. Brown's criticisms but in making them, he went into considerable detail, as the stenographic record of the Washington conference referred to, proves. Anyone honestly interested in informing himself, can determine from the record of this conference specifically wherein the Denison bill failed to meet what the Chamber considers to be a proper translation of the principle of federal regulation into legislation; also what changes would have to be made in it to meet the Chamber's ideas.

### Was Not Invited

Subsequently the various organizations supporting the Parker bill went into a series of conferences. The N.A.C.C. was informed that these conferences were taking place and, we understand, was assured that it would be invited to sit in before action was taken. Actually, however, the Chamber was not invited to participate in these conferences.

Is it fair therefore to charge that the Chamber held itself aloof from the preliminaries leading up to the introduction of the Parker bill or that its objections were an unexpected, last-minute surprise?

Now let's take up the Parker bill itself. Admittedly it is an outgrowth of the Denison bill which in turn was a development of the Cummins bill, a brain-child of the public utility commissioners' association.

The Parker bill presumably represented a compromise of the viewpoints of the various interests supporting it. The definition of those who were to be regulated differed from the Denison bill but the language used was such that probably no feature of the bill came in for so much questioning from the members of the Congressional committee as did this provision. There was no change in the administrative machinery; the formation of joint boards was not made mandatory. The effective date of the "grandfather" clause was moved up but a showing of bona fide operation prior to the effective date was made prima facie evidence only, whereas in the Denison bill operators were entitled to a certificate on such showing. No changes were made in the rate regulation features, except that the provision for the suspension of protested rates pending decision by the regulatory authority was eliminated. A new statement of what the regulatory authority should consider in determing whether public convenience and necessity warranted the granting of a certificate was written into the Parker bill but its conditions were no nearer the N.A.C.C. viewpoint than the language used in the Denison bill. If anything, the Parker bill probably was more objectionable in this respect than the Denison proposal.

Opinion will vary as to whether these changes made the Parker bill more acceptable than the Denison proposal from the standpoint of protecting the interests of the public and of the bus operators. After the criticisms the Chamber made of the Denison bill, however, it was inevitable that the N.A.C.C. would regard the Parker proposal as unacceptable and it is difficult to conceive how anyone could have expected any other reaction.

These same criticisms were repeated at the Congressional hearing on the Parker bill. Perhaps a few quotations from the record of that hearing would tend to clear up some of the uncertainty that seems to exist as to what the Chamber's position is.

Page 122, Mr. Brown: "Well, what I have said was, in some detail, that it seemed to me the machinery here provided for separate hearings and separate action, imposed an impossible burden upon this new industry; that it would, however, if it were settled . . . if it were felt that it was desirable to reflect the local situation, that the objection which I have made would be met provided you insisted upon a single heading on a single record.

That is to say, if your joint board, instead of being permissive as in the present bill, is mandatory."

Page 120, Mr. Brown: " . . . I propose to make a suggestion to the committee before I have concluded, which on the whole seems to us the wisest in the present situation. It will, however, be a rather substantial variation, rather more than anything which I have up to now suggested, from the frame of the present bill.

" . . . In a general way it involves the commitment of the matter to the Interstate Commerce Commission with, however, the direction to the Commission to choose representatives in the various States whose function would be a little like that of the present examiners of the commission, but who, in fact, would have more direct contact with the community and perhaps more knowledge of local practice and things of that sort."

Page 143, Mr. Brown: "For our own part—our own formula, if we were asked to supply a formula—it would be to commit this regulation to the Interstate Commerce Commission, but limit its jurisdiction at the outset to this question of certification. Then, as time and experience served, such other machinery of regulation should be added as conditions appear to warrant . . . . If, however, these other considerations with respect to the local point of view and the like seem to the committee to weigh heavily and be required to be regarded, then we would suggest, recognizing its effect and its complication, the alternative of joint representative boards which I previously discussed."

### The Industry is New

Page 129, Mr. Brown: "But the industry is pretty new; and the long distance operation, which is beginning to increase, is very new. And that is why we have hoped and do hope . . . . that regulation will not go beyond this granting of a certificate of necessity and convenience . . . . "

Mr. Johnson: "Stop with the certificate of convenience?"

Mr. Brown: "Stop with the certification; and you will have the right to revoke the certificate as a disciplinary measure."

Page 134, Mr. Brown: "Now, mark you, there is one, just one, specific direction to this board—'and to existing available transportation agencies and service.'

"I am not here to argue, gentlemen, that a board . . . should ignore the fact that there are existing transportation agencies in service. They would not ignore it anyhow, if you told them to. It is one of the factors in the situation.

"But why it is picked out to be the only specific thing that this board is told in words to consider is another matter as to which I have found no satisfactory answer in my thoughts about the matter. We would like to have the motor coach business considered on its own basis. And we would like to have the board look at the situation and ask whether the community proposed to be served wanted some other bus transportation, or if they did want some other bus transportation, we say they ought to have it . . . . "

"Mr. Johnson: "Do you have a suggestion to make as to how it should be worded, Mr. Brown?"

Mr. Brown: "I am inclined to think, Mr. Chairman and Mr. Johnson, that I would not attempt to give directions. You will be presented . . . . with a draft which we could accept." The reference here is to a draft of a proposed bill which Earl Bagby of the California Transit Co. presented at the hearing and which is incorporated in the record in full.

Page 136, Mr. Brown: "But I do want to devote a word to what they call the 'grandfather clause' . . . . . "

" . . . . . and I do not like this phrase 'shall be considered prima facie evidence.' I do not see why an operator who has been operating all this time and is operating at the time of the passage of this bill should not be given a certificate of public necessity and convenience without further proof."

"Mr. Brown: " . . . . . but my feeling is that the fact that he is there has proven that he was needed."

The Chairman: "There and giving service?"

Mr. Brown: "There and giving service; because you do not last serving the public if you do not give them something they need and want."

### Record of Hearing

The record of the hearing, as the foregoing excerpts indicate, should not leave many doubts as to what the Chamber would consider to be an acceptable regulatory statute. Hence there does not seem to be any basis for the uncertainty as to the Chamber's position which appears to exist in some quarters.

The recent statements of the Chamber's attitude by Mr. Brosseau and Mr. Loomis would seem to indicate that the manufacturers are not disposed to insist that their views be accepted in their entirety. However, no one will ever know how much the Chamber is willing to concede in order to facilitate the passage of legislation until a sincere effort has been made to reach a compromise. No such effort was made by the proponents of the bill during the period in which the Parker bill was formulated.

It seems to us difficult to support the charge that the N.A.C.C. opposition was largely responsible for the failure to secure legislation. Undoubtedly the N.A.C.C. objections were factors in preventing action by the House committee on the bill. Even if the bill had been reported out, there are grave doubts as to whether it would have been voted upon, particularly in the Senate. At the end of the last session, there was much important legislation to be considered and many political fences to be mended. Under such conditions, any prediction as to what legislation Congress would or would not consider is nothing more than a guess—and a wild one at that.

Framing a federal regulatory bill is a difficult task and no bill will ever be framed that will be satisfactory to everyone. Three months have passed since the Congressional hearings and little of a constructive nature has been done to reach a compromise between the viewpoints of the proponents of the Parker bill and the N.A.C.C. and representatives of certain operators who appeared in opposition. Filling the air with charges and counter charges, and with challenges isn't producing constructive results.

**How the Richter Transfer Co. Cincinnati, Ohio, disposed of the last of its horse-drawn equipment, which is now entirely replaced by trucks. A fire, a Mack truck and a Universal crane figured in the demolition**

# *How Seattle Dealer Avoids The* High Cost *of*

## *Loyalty and Enthusiasm of Employ Dealer Gets the Best*

*By* Mandus E.

THE happy family idea in business is always desired but often it proves an elusive thing to be constantly sought for. When it is achieved it has a stimulating effect on the bank balance, for, obviously, it reduces labor turnover, brings forth the best efforts of employees and turns pessimism into aggressive optimism.

Increasing volume and net profits are often the result of a mental attitude. There are always means of reducing operating cost and securing the business that is always just around the corner. But the disgruntled employee is wasteful and lacks the initiative to see the business, let alone go after it. Conversely the happy employee is always striving to do a little bit more for the company than his pay check calls for.

Of course, these factors in business are self-evident to all; means of accomplishment are less well known, and practice is much rarer than it should be. The Roberts Motor Car Co., Portland, Ore., distributor of Federal trucks in western Oregon, has taken definite steps to bring the employer and employee into closer working harmony. Sometimes the mere personality of the boss—his sympathetic understanding of employee problems, geniality, fairness, and so on—is sufficient to bring forth the best efforts of his men. When this factor is added to more specific inducements to promote loyalty, results are inevitable.

This concern has an investment in employee goodwill which has practically eliminated labor turnover and has produced a spirit of loyalty and cooperation which has been no small factor in the success of the business.

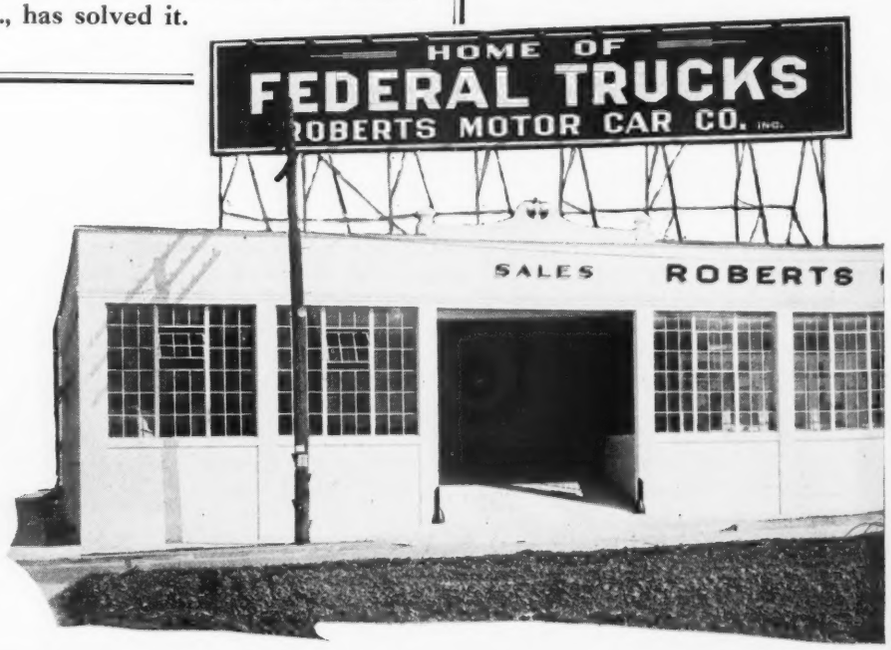
Cash bonuses, group insurance, memberships in golf clubs, turkeys for Christmas, are some of the things aside from the weekly or monthly pay check, that make working for the Roberts Motor Car Co. a pleasure. These monetary inducements (for that's what they really amount to) could just as well be included in salaries paid, but there is something about an "extra" compensation that is more appreciated than regular wages, no matter if they are "above scale." Better by far to pay going wages and allow extra compensation by some form of bonus, for the latter always requires some extra effort, either in continuity of service or measurable results in volume.

**ONE of the very real problems of business is the reduction of the cost of hiring and training employees who have left or been discharged. This problem of the human relations between employer and employee has a greater effect on net profits than is sometimes realized. Read how the Roberts Motor Car Co., Portland, Ore., has solved it.**

In this firm, cash bonuses go principally to heads of departments, for, as H. W. Roberts asserts, "the heads of the departments are the people who make our business. They support the institution, and carry the burden of responsibility. Once we have fortified these key positions, the business takes care of itself."

These bonuses are paid annually and amounts are determined by the volume and net profit. A volume basis alone is not satisfactory, Mr. Roberts points out, for volume secured through wasteful and too costly selling methods is no good to the company. Recognizing the element of net profit, as well, turns attention toward reducing operating and selling expense.

All of the employees, a total of 32, are involved in the group life insurance plan inaugurated at Christmas, 1925. After one year with the company, an employee receives a $500 policy. These policies increase




**The attractive home of the Roberts Motor Car Co., Federal dealer in Portland, Ore.**

# Hiring *and* Firing

## *ces Stimulated and in Return That is in Them*

Bridston

in size to $2,000 during the first five years. More than one-half of these policies now carry the maximum figure, which means that more than half of the employees have been with the company in excess of five years. When this plan was inaugurated there were eight employees newly added to the payroll. Of these, five are still with the company. G. G. McCoy, shop superintendent, has been with the organization for 15 years, while D. E. Crawford, sales manager, is a 10-year man.

### Company Pays Premiums

Of course, the company pays the annual premiums on these policies so long as the employee remains on the payroll. With the range of policies used by this company, this amounts to approximately $500 per year. Certainly a worthwhile investment in employee goodwill, thinks Mr. Roberts. Of course, it can't be expected that the employee will make much of a demonstration of gratitude, and therefore the extent of appreciation must be surmised by the management, but the fact that the labor turnover has practically become negligible is evidence enough.

The Christmas turkey to each employee is an institution of long standing with this company. So is the cash bonus, which totals over $1,000 per year, distributed in recognition of faithful service. Last year, golf club memberships entered the picture. Sales Manager Crawford and Salesman J. F. Groce were the recipients of this award. The gifts were based on the value of expanding acquaintanceship and friendly contact with business men on the golf course. Then, too, entered the factor of exercise and health as influencing the value of these men to the house.

Particularly with this aspect in mind, another Portland executive has a standing offer to employees to purchase for them membership in golf, tennis, or other sporting clubs, if they will only avail themselves of the facilities. If employees prefer, he purchases sports equipment that may be used on public or private tennis courts or golf links. The business is repaid many fold.

In too many businesses there is an undercurrent of conflict between employer and employee. Mental efforts are dissipated in worse than fruitless channels. The atmosphere is all wrong. The worker thinks that the boss is trying to get the most out of him for wages grudgingly paid, while the boss is certain that his men deliver only enough work to keep themselves on the payroll. The boss thinks only in terms of sales systems and methods, and underestimates the importance of the human element. The employee is envious and hostile. Keeping the employee in the dark so far as operating costs and profits are concerned is another common practice of management. Few businesses make so much profit that figures must be locked up in the safety vault. But, being hidden, the employee suspects the worst, and reacts accordingly. If a business begins to slip and the employees are made aware of that fact, the majority will work the harder to salvage it. If for no other reason, than it is their source of bread and jam. If employees are shown, by actual figures, that operating and selling cost is too high in proportion to volume, it is much easier to get cooperation in curtailing expenditures. Measurable results are a stimulant to ambition. Being conversant with facts behind the scenes gives the employee a proprietary interest in the business, that can't be purchased with money.

### Often Employment Counts

"Many executives seem to have the idea that the initial selection of personnel is of greater importance," Mr. Roberts declared. " 'Get the right man, and you won't need coddle him along,' seems to be their theory. It is true, that there is a difference in employees, but few men have the ability to make an infallible selection. It's what happens AFTER a man is employed that counts. Usually, he's of average intelligence, and all

*(Turn to page 30, please)*

# Keeps *Salesroom* Open Evenings *and* Sundays

## *Makes 20 Per Cent of Sales to Prospects Who Call at Salesroom After Regular Hours*

**SHOULD truck salesrooms be kept open evenings? Quite frequently in recent months the editors of *Commercial Car Journal* have encountered dealers and branch managers who are giving this question serious consideration. One member of the trade even foresees the day when it may be desirable to have two shifts of salesmen. In the accompanying story, a factory branch executive who has found it desirable to keep open evenings and Sundays, tells something of his experiences. What do you think about it?**

"THIS agency remains open until 9 o'clock every evening and frequently later," says E. L. Willward of the International Harvester Co. of America, New Orleans, La., "and on Sunday we are open from 10 in the morning until noon and if necessary longer. This we have found gives those who are working all day a chance to get in, look over our stock of new and used trucks and discuss buying one, when otherwise it would be hard to catch them. Selling a man a truck is never so successful as right in the agency showrooms, so that the open-evenings arrangement is the best from a selling standpoint.

"Fully 20 per cent of our business today is done in the evening hours and on Sunday and, considering the fact that none of this business is business that we got before we made this arrangement, it is only fair to assume that our business has been increased 25 per cent by adding the evening and Sunday hours. The men we now are selling after hours are men we never were able to see before. They come to us now instead of making us hunt them up and it is the evening and Sunday hours that is making them do it.

"Quite frequently we have men come in of an evening or Sunday who are employed during the day, all day, at that, working for someone else. They want to talk to us about buying a truck of their own and going into the trucking business. There are many prosperous truck drivers in New Orleans and vicinity today who have their own business and who own considerable property, and who have done it all with the aid of a truck that we sold them. Many of them are customers who came to us after business hours and who bought a truck at night.

Another phase of Mr. Millward's sales activities that is of particular intterest is his use of local markets as a source of prospects. He feels that community markets from the truck seller's standpoint are more than just trading centers for the sale of food products, but are points where truck dealers and salesmen can contact with potential buyers under circumstances that make sales effort more effective. In this connection he says:

"We think so much of the value of local markets as a source of leads that we make it a rule continually to cover all of the markets.

At every market there are always heavy marketing days and even hours when most of the country people come to market with their products. We find out what these days and hours are and make it a practice to have a truck and two or three salesmen on hand at the different markets. Our salesmen are good mixers and they mix with the country people and the proprietors of the stalls, not so much with the idea of selling them a truck then and there, but rather for the purpose of getting acquainted and building up confidence and friendship which are bound to lead to sales.

"Our truck is always parked in a prominent place and is placarded with a sign which helps attract attention. We make it a rule to take a type and size of truck that will suit the needs of the market people. Between the parked truck with the sign on it and two or three salesmen who go among the country people and stall keepers, we generate considerable interest and good will.

"Frequently someone will begin to talk as if they are interested and will ask about what the truck will do for them. That is our cue to get busy and show them. Instead of wasting a lot of time telling them what it will do, we suggest that we make an appointment for the next day or any other day that suits them, bring the truck down to their farm, load it up and bring the stuff to market in the truck. In other words we are strong for demonstrations and not so strong for words. In most instances the countryman will let us make the appointment. We put the truck through the paces, bring the stuff to market and prove to him exactly what the truck can do. It is needless to say that many sales follow merchandising tactics like these.

"We have been using the markets for some time now and find that they are sources of considerable profit if a truck dealer will go after the business in the right way. It never pays to be too anxious about selling, but if every effort will be put out to build good-will, sales are bound to follow in time."

# Clutch Service

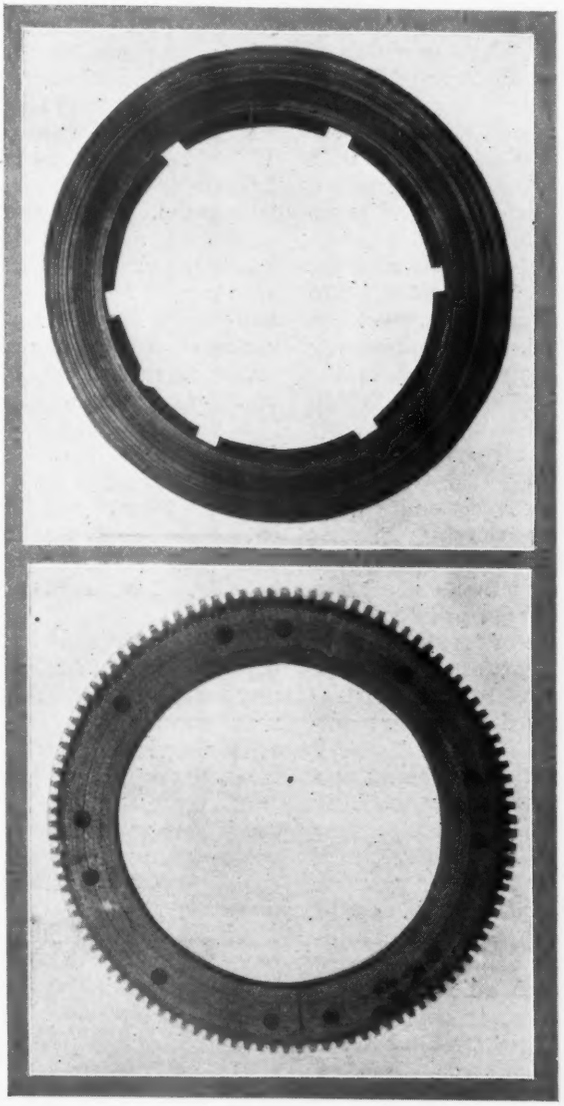
*An Opportunity to Sell Maintenance at a Profit and to Build Driver Good-Will*

*By* James W. Cottrell

DRIVERS have less patience with clutch trouble than with, perhaps, any other operating fault. A driver is not at all pleased with any trouble on the road but he accepts an occasional tie-up from some cause such as a broken gas line or an ignition short with good humor. But let a clutch fail to pull a vehicle out of a hole or up a ramp and the driver will give voice to his protest in no uncertain terms. Likewise some objection may be expected if a dragging clutch makes gear shifting difficult or a grabbing clutch makes an easy start impossible.

In connection with this attitude of drivers toward clutches it is interesting to recall that clutches probably are affected by the manner of driving of individual operators to a greater extent than any other unit, with the exception of brakes.

Some diplomacy therefore is required in handling drivers, or owners, who bring in trucks for clutch adjustment or repairs. It takes a bit of tact to point out that the condition about which complaint is being made is really due to hard driving or neglect on the part of the driver. When a clutch has reached the limit of adjustment for slipping it may be difficult to explain to a waiting customer why slipping cannot again be cured for a nominal charge as was the case "last time I was here."



**Slipping wears out a clutch quickly. The facing and plate shown above were ruined by continued slipping**

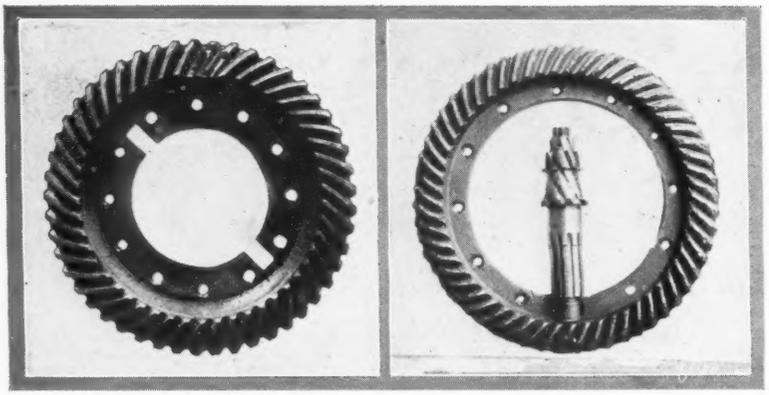
A clutch overhaul is not a small job and the cost is large enough to make an impression on the average owner. Therefore it may be well to make the clutch job the occasion for a demonstration of the effects of hard driving and neglect on clutch parts. This should be done in a spirit of helpfulness, otherwise the driver may take offense at the thought of being "shown up" before his employer.

Slipping is an indication of wear of clutch friction elements. Each time the clutch is engaged there is some slight wear and after a time the clutch no longer holds when fully engaged. As clutch parts wear, the pedal gradually moves backward until it may touch the floor board when the clutch is engaged. This condition should not be allowed to happen and should be corrected whenever it is found. If the pedal touches the floor board lightly the clutch throw-out bearing is in action all the time, causing unnecessary wear at this point. Constant slipping under load will take place if the pedal is prevented from moving all the way back to engage the clutch fully.

Clutch pedal position is the only adjustment on certain types of clutches. As the friction elements wear the clutch pedal is adjusted by moving it on the shaft and this method of adjustment is continued until new parts are required. In other types of clutch adjustment is made of parts of the clutch and the effect of this adjustment is to restore the pedal to its original position. Irrespective of the type of adjustment provided there should be clearance between the pedal and floor board and this measurement should be checked in connection with clutch inspection or repair work of any kind.

Lack of lubrication of operating parts, excess oil on plates or disks, weak or broken springs, frozen pedal assemblies, improper adjustment and binding of clutch pedal attachments are among the more common causes of slipping not due directly to ordinary wear.

If a clutch is operated without lubrication for a long time the operating parts gradually work harder and



**A grabbing clutch can cause much damage to transmission line and rear axle gears**

harder and finally there is tendency for the clutch to stick in released position. Clutches which are designed to run dry may be caused to slip by the entrance of oil or grease from the engine or transmission. Borg & Beck and Brown-Lipe recommend washing out with kerosene in such cases. Burning off the oil by gasoline poured on the plates after the clutch has been taken apart is advised by Rockford.

Whenever a clutch is overhauled the condition of the springs should be noted carefully. It is impossible to foretell breakage of a spring in service but gradual setting of springs can be measured. In case there is any doubt about a spring it should be replaced, as the cost of disassembling a clutch to install a new spring is high. If these precautions are taken it should not be necessary to tear down a clutch for spring replacement alone.

A clutch pedal which does not work freely on its shaft may cause slipping by preventing the clutch from fully engaging. Lack of free movement may be due to a tight fit between clutch and shaft or between shaft and shaft bearings or it may be caused by the pedal striking against floor boards. Another cause of trouble is drag or binding in attachments fastened to the clutch pedal. The grooved clutch plate shown in one of the illustrations was damaged by slipping caused by a hoist control rod attached to the clutch pedal.

Grabbing, which is just the opposite of slipping, imposes a strain on the entire transmission system. Any pile of junk parts will show evidence of damage done to other parts by grabbing clutches. A grabbing clutch slips for an instant and then takes hold all at once. The vehicle is stationary and when full power is applied instantly something gives away. Propeller shafts, universals, pinions and ring gears, worm drives, axle shafts and wheel hubs are the parts which suffer. In one instance a grabbing clutch and a driver who took a chance caused much damage to a truck. The driver tried to drive over an obstruction in the road. He failed the first time and on the second attempt he raced the engine and lifted his foot off the clutch pedal. The clutch grabbed and the vehicle went over the obstruction but an arm was broken off the crankcase and the rear axle worm wheel was split open.

There is another disadvantage in a grabbing clutch which is important in traffic. When a grabbing clutch engages the vehicle makes a sudden lurch forward. If another vehicle is just ahead of the one with a grabbing clutch it is difficult to avoid striking the first vehicle.

Grabbing can sometimes be overcome by adjustment. Constant slipping causes the facing to acquire a glaze finish which will not engage gradually. Entrance of dirt and grit into the mechanism, wear of disks and facings and other parts may cause grabbing. Cleaning the clutch with kerosene and adding a few drops of oil is recommended by some clutch makers to overcome grabbing. Peening clutch plates to insure a more smooth engagement is advised by others. There should be no delay in adopting some measure of relief for a grabbing clutch because of the danger of a repair bill which may exceed the cost of a new clutch.

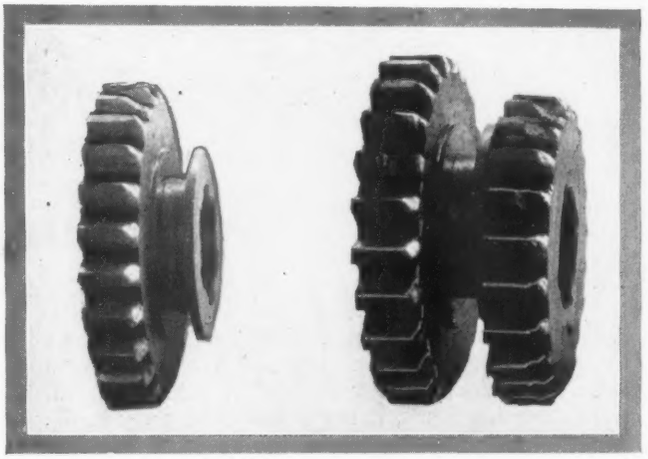
A dragging clutch is annoying to a driver. In spite of all his effort he cannot engage first or reverse quickly and easily and may have difficulty in shifting into other gears. If the dragging is bad it may be impossible to engage first without grinding the edges of the transmission gears.

Lack of lubrication of the throw-out bearing is a common cause of dragging. Ordinarily the release bearing turns freely when pressure is applied to it by pedal. When it is dry there is a lot of friction and it acts as a brake to stop the plates immediately when the clutch is released. Dragging may also have the opposite effect of keeping the plates or disks spinning after the clutch has been released. This condition may be due to: misalignment of clutch shaft and transmission or clutch housing, plates which are bent or broken, facings which are worn or torn, plates sticking on clutch shaft splines or inner surface of flywheel, insufficient pedal travel and improper adjustment.

There are several methods of providing lubrication to the clutch throw-out bearing, among them being direct lubrication by means of grease cups, by high pressure fittings and flexible hose, oil cups, by passages extending from the transmission through the clutch shaft and by similar passage from the clutch shaft rear bearing. No outside lubrication is required on some trucks.

Whatever type of lubricant supply is used it is important to see that lubricant is actually reaching the throw-out bearing. A light truck was stranded on the road because the clutch stuck open. It was towed to a shop and the clutch dismantled. The cause of the trouble was lack of lubrication due to substitution of hard grease for 600W in the transmission. The throw-out bearing was lubricated by oil in the transmission and of course, no grease could leak through the small

*(Turn to page 30, please)*



**Transmission gears suffer when the clutch drags**

# *When He Says:*
# "I Don't Need *a* Truck Now"

## *That's the Time for the Salesman to Start Building Confidence That Will Get the Order When the Prospect is Ready to Buy*

*By* Norman G. Shidle
*Directing Editor, Chilton Class Journal Publications*

IF somebody could only figure out some way to keep truck dealers and truck salesmen from cutting prices and making tremendous over-allowances on old trucks, it would certainly be a wonderful thing for the business. . . ."

This came at the end of a somewhat detailed description by a truck man of a big fleet sale on which he had just been bidding and on which he was running into quite severe price competition. The status of the deal finally became such that whoever got the order apparently was going to lose at least the tail of his shirt and perhaps an even larger share of that essential garment.

We all agreed with his lament. Who wouldn't?

But, to a sales consultant who was in the group, it all did seem to be just a bit beside the point, because, he urged, there isn't a truck dealer or salesman in the country today who honestly believes that there is the slightest chance that any such formula will be devised or that any such wonder-working method will be evolved. Strenuous competition for business, this merchandising adviser contended, might as well be accepted as an ordinary, routine part of the truck selling business. Existing conditions, he claimed, were being worked into constructive factors by some dealers who have been devoting their energies to building business on a long swing basis, while their more numerous competitors have been so bound up in the intricacies and evils of individual deals that they have missed the woods for the trees. His general ideas along these lines, as he continued, seemed interesting enough to bear quoting. They ran something like the following:

Suppose, for example, that an XYZ truck dealer approaches a retail grocer with the idea of selling him a truck just when he has heard that this merchant is in the market. He goes in to see the merchant and finds himself already in competition with several other truck salesmen. The buyer is already thinking in terms of price, and of trading allowances and all of the details of the specific deal. The truck dealer is already on the defensive to a greater or less extent. The fight is on. There is no time to lay any background, promote any good will, show any unusual knowledge of the prospect's business. The battle has begun and the dealer must fight on whatever ground he happens on at the moment.

Suppose, on the other hand, that this same XYZ truck dealer starts in to make a general contact with a number of grocers in his territory. He tries to learn all that he can about the grocer's business; his problems, his possibilities, his methods. He talks to each of these grocers in terms of their businesses; he tries to help them in what they are interested in—making more sales and making more money. Most of these grocers won't be in the market for a truck when they are first contacted; probably not for a long while afterwards. But this XYZ dealer or one of his salesmen keeps contacting each one more or less constantly. He helps the grocer better his window display, he helps him improve his accounting methods, he helps him with merchandising ideas gleaned from other grocers during other calls.

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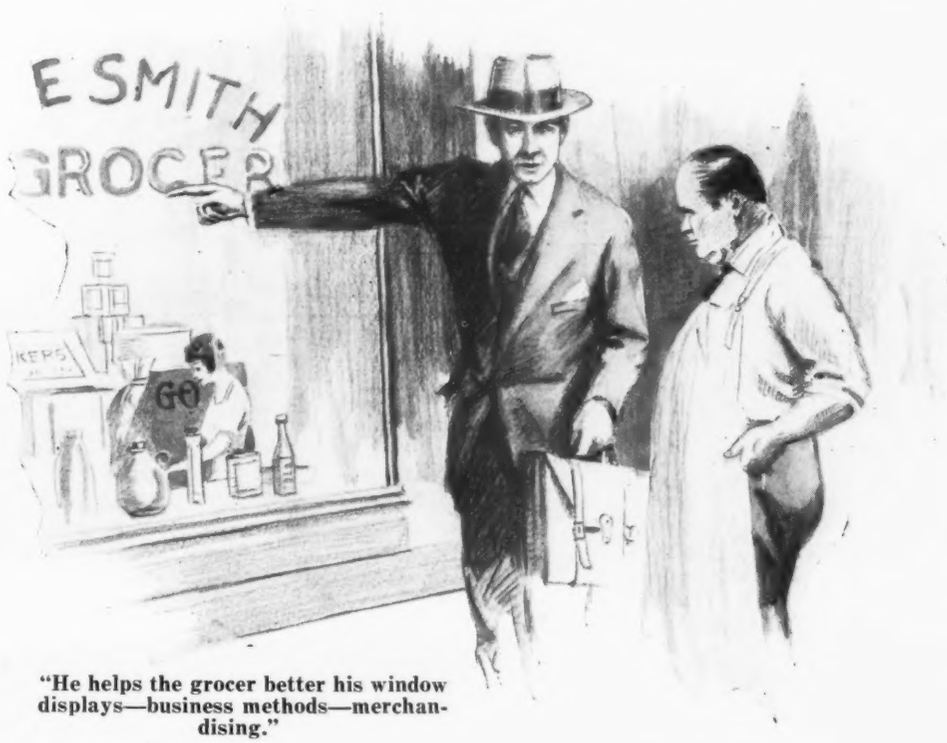
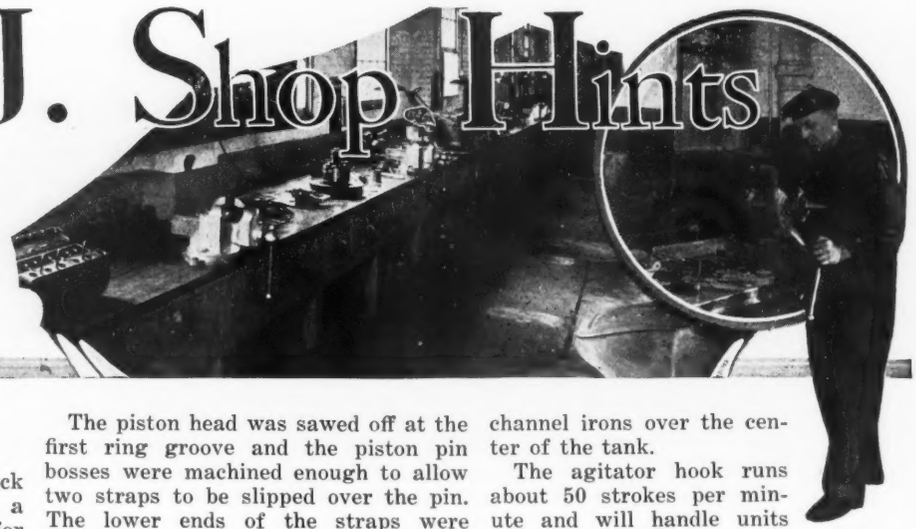



**"He helps the grocer better his window displays—business methods—merchandising."**

# C. C. J. Shop Hints

Your idea in print will return five dollars



## Parts Washing Outfit

The parts washing outfit of the Mack truck branch in Boston incorporates a steam-heated tank, a mechanism for moving parts up and down in the solution and a pump for flushing parts in baskets.

The tank is 9 ft. long, 4 ft. wide and 3 ft. deep. It is steam jacketed at the bottom and is heated by steam from a small boiler. A skimming valve is located 28 in. from the floor and grease or oil floating on the solution may be drawn off without emptying the tank.

The flushing pump is driven by a ½ hp. electric motor and it is connected to the tank by ¾ in. piping. By means of valves the pump can be used to flush parts with solution drawn from the tank or it can be employed to pump out the tank. The pump intake is fitted with a wire mesh strainer and the outlet is fitted with 6 ft. of metal hose with a ¾-in. nozzle.

The agitator was made from parts of a discarded Mack AC engine. The crankcase and crankshaft were cut off just in front of the center main bearing with a welding torch. A piston working in one of the cylinders is used as a crosshead to transform circular motion of the flywheel into vertical reciprocating motion.

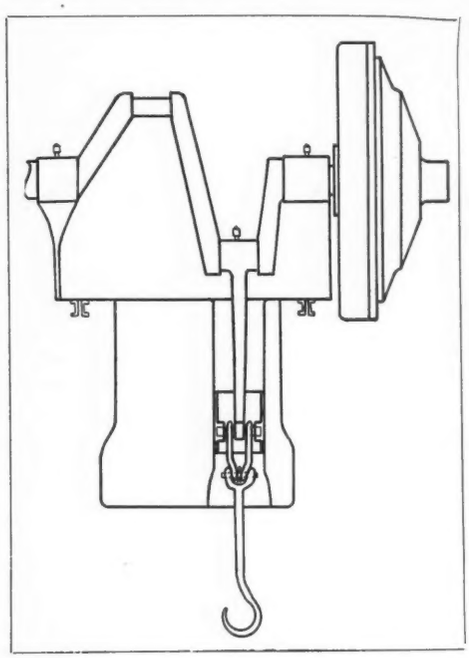
The piston head was sawed off at the first ring groove and the piston pin bosses were machined enough to allow two straps to be slipped over the pin. The lower ends of the straps were reamed for 1¼ in. pin which carries the yoke of the hook to which the parts are attached. The straps were made from an old spring shackle.

Felt wicks were placed in two ring grooves for lubrication and high pressure grease fittings were placed on main and connecting rod bearings. The flywheel is used as a pulley and is driven by belt from a 3 hp. electric motor.

The assembly is bolted to two pairs of channel irons over the center of the tank.

The agitator hook runs about 50 strokes per minute and will handle units up to about 500 lb.

The differential hoist is placed above the body sills crosswise of the frame

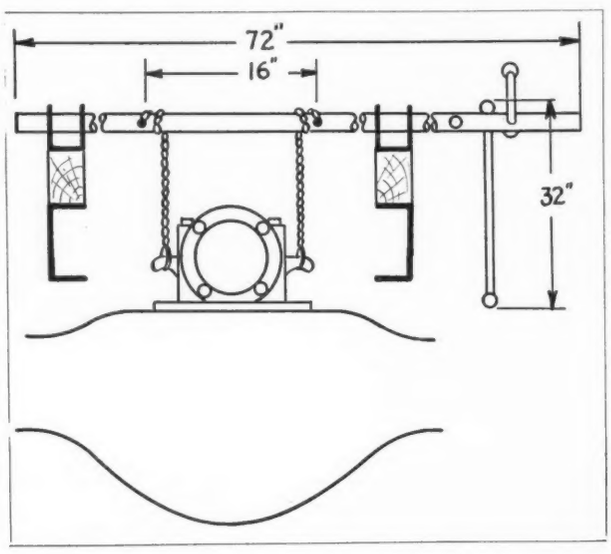


Left: Partial cross section of engine adapted for use as agitator for cleaning tank. Parts are suspended on chain attached to the hook

## Differential Carrier Assembly Hoist

A hoist constructed of material found in the shop has saved much time in removing worm-drive differential carrier assemblies in the shop of Motor Repair & Service Co., Philadelphia, Pa. The hoist, built by Mr. A. E. Taylor comprises a section of steel tubing 72 in. long and 1⅝ in. diameter with holes for handles at the end and a safety hole 21 in. from the end. Two chains each 45 in. long are attached to the tube by means of bolts spaced 16 in. apart, as shown. The handles are made of ¾ in. rod 32 in. long and are arranged to slide like vise handles. A short bar is placed in the safety hole to hold the carrier in any desired position the bar resting under the body of the truck.

The tube is placed crosswise of the frame between the body floor supports and the carrier is lifted by rotating the tube. Bearings for the tube are provided by two short sections of channel iron with holes bored through the two flanges.




Right: A piece of steel tubing and two chains are used to hoist rear axle differential assemblies

# *The* Editor's *Notebook*

**This Driver Sells Fuel Oil**

Much has been written about the salesman-driver and there is no doubt that in many businesses increasing emphasis is being placed on the importance of his having sales ability. A friend of ours noticed some months ago that the driver of a tank truck delivering fuel oil disappeared after he had connected up to the inlet pipe and started the oil discharging. Subsequent questioning developed that the driver was making a tour of the neighborhood to determine which residences had oil burners simply by finding out whether they had tank connections. Whenever the driver locates an oil-burner equipped home in this manner, he turns in the information to the sales department. If it is found to be a new prospect, the driver gets a commission on any resulting sales. Thus the time the driver ordinarily would waste waiting for the fuel oil to discharge is put to producive purposes.

Maybe you have a customer in the fuel oil business who would like to know about this sales wrinkle.

**Truck Transport Still Needs Pioneering**

Sales pressure usually is exerted along lines that will impress the prospect with the merits of a particular make of truck and the service behind it in comparison with what other makers have to offer. In other words, for the most part, it is aimed rather at increasing the individual maker's share of the market than at increasing the total demand for trucks. Probably it is right that this should be so and it is quite likely to continue.

However, during this period when the truck industry, in common with practically every other industry, has a productive capacity considerably in excess of current demand, the desirability of diverting some portion of our sales effort toward expanding the market appears to be worthy of serious consideration. This would mean that instead of directing substantially all of our attention along strictly competitive lines, a larger portion of our effort would be utilized in finding new fields for the motor truck and in educating the public to an acceptance of the utility of the truck in these fields.

Of course, some of this creative type of selling is going on all the time in the truck industry as brand new uses for motor trucks are being discovered constantly. Nevertheless it does not seem open to question that these new markets for trucks would be opened up more rapidly if the industry were to direct a greater share of its sales pressure along creative lines. In view of the present disparity between productive capacity and sales volume, which is the basic cause of current keen competition for the existing market, such a sales policy seems to have much to recommend it. Certainly the fact that there are 3,000,000 trucks on the road is no reason for believing that all the pioneering of truck transportation has been done.

**Truck Sales Grow With Roads**

Statistics ordinarily make dry reading, but our national highway program is so directly related to truck sales that the figures given in what follows undoubtedly will prove interesting to the trade. This year, according to figures in the *Highway Magazine*, highway expenditures will total in excess of $1,300,000,000, of which about $760,000,000 will be spent by state and $550,000,000 by local governments. The states will maintain in the neighborhood of 240,000 miles and will build nearly 30,000 miles of new highways. Of the new construction, 8800 miles will be asphalt, brick or concrete, while about 12,400 will be sand, clay, gravel or macadam.

One of the best guarantees of the continued expansion of truck transportation is the steady and relatively rapid progress that is being made in improving highways. Year after year huge sums are being appropriated by state and local governments for road purpose, which is an indication that the public generally is sold on the fact that good roads and their corollary, economical motor transportation, are worth what they cost.

# Commercial Car Journal

## *Flat Rate Price List Number 20*

## Clutches

### ARMLEDER

1. Clutch, adjust pedal or clutch brake ..... $ 0.75
2. Clutch, wash out and adjust..... 1.50
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere ..... 7.50
4. Clutch release bearing, renew... 7.50
5. Clutch rings or facings, renew... 6.00
6. Clutch rings or facings, renew when clutch is out ..... 2.25
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 10.50

### CHEVROLET

#### Capitol 1-Ton

1. Clutch, adjust pedal or clutch brake ..... $ 0.50
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere.. 4.50
4. Clutch release bearing, renew:
   - Models B & F ..... 5.25
   - Models K & early V ..... 3.00
   - Models late V, AA, AB ..... 3.75
5. Clutch cone or leather, renew... 4.50
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere:
   - Models K and early V ..... 3.75
   - Models late V, AA, AB ..... 4.50

### DODGE BROTHERS

#### Four-Cylinder, Multiple Disk Clutch, Torque Tube Drive

1. Clutch pedal, adjust ..... $ 0.50
2. Clutch, wash out and adjust .... 2.00
3. Clutch assembly remove and replace, when power takeoff or hoist does not interfere ..... 10.50
4. Clutch release bearing, renew.... 11.00
7. Clutch assembly overhaul, when power takeoff or hoist does not interfere ..... 12.75

#### Four-Cylinder Plate Clutch, Torque Tube Drive

1. Clutch pedal, adjust ..... $ 0.50
   (A) Adjust clutch ..... 1.50
3. Clutch assembly remove and replace, when power takeff or hoist does not interfere ..... 8.00
4. Clutch release bearing, renew .. 7.00
7. Clutch assembly overhaul, when power takeoff or hoist does not interfere ..... 8.50

#### Four-Cylinder, Plate Clutch, Hotchkiss Drive

1. Clutch pedal, adjust ..... $ 0.50
   (A) Adjust clutch ..... 1.50
3. Clutch assembly remove and replace, when power takeoff or hoist does not interfere ..... 6.50
4. Clutch release bearing, renew .. 4.75
7. Clutch assembly overhaul, when power takeoff or hoist does not interfere ..... 6.50

### DURANT

#### Commercial Chassis

1. Clutch, adjust pedal or clutch brake ..... $ 0.90
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere 3.50
4. Clutch release bearing, renew .. 2.50
5. Clutch rings or facings, renew .. 4.75
6. Clutch rings or facings, renew when clutch is out ..... 1.25
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 6.50

### ERSKINE

1. Clutch, adjust pedal or clutch brake ..... $ 0.40
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere.. 6.00

### FORD

#### Model T

1. Clutch, adjust fingers and transmission bands ..... $ 0.75
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere.. 12.00
4. Clutch release bearing, renew .. 5.00
5. Clutch rings or facings, renew .. 14.50
6. Clutch rings or facings, renew when clutch is out ..... 1.50
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 14.50

### F. W. D.

1. Clutch, adjust pedal or clutch brake ..... $ 1.50
2. Clutch, wash out and adjust.... 2.25
   (C) Clutch assembly remove and replace, amidship transmission.. 6.00
4. Clutch release bearing, renew ... 1.50
5. Clutch rings or facings, renew.. 12.00
6. Clutch rings or facings, renew when clutch is out ..... 6.00
   (C) Clutch assembly overhaul, amidship transmission ..... 8.00

### GENERAL MOTORS

#### Model T-11

1. Clutch, adjust pedal or clutch brake ..... $ 1.00
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere 4.50
4. Clutch release bearing, renew.. 4.75
5. Clutch rings or facings, renew... 4.75
6. Clutch rings or facings, renew when clutch is out ..... 1.00
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 5.40

### LARRABEE-DEYO

1. Clutch, adjust pedal or clutch brake ..... $ 0.75
2. Clutch, wash out and adjust .... 1.50
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere 6.00
   (B) Clutch assembly remove and replace, unit powerplant, when power takeoff interferes ..... 7.50
4. Clutch release bearing, renew... 6.75
5. Clutch rings or facings, renew.. 7.50
6. Clutch rings or facings, renew when clutch is out ..... 1.50
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 7.50
   (B) Clutch assembly overhaul unit powerplant, when power takeoff interferes ..... 9.00

### MACK

#### Model AB

1. Clutch, adjust pedal or clutch brake ..... $ 3.25
2. Clutch, wash out and adjust .... 5.25
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere. 10.05
   (B) Clutch assembly remove and replace, unit powerplant, when power takeoff interferes ..... 12.30
   (C) Clutch assembly remove and replace, amidship transmission. 15.30
4. Clutch release bearing, lubricator type, renew ..... 10.80
5. Clutch rings or facings, renew .. 16.20
6. Clutch rings or facings, renew when clutch is out ..... 4.70
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 20.80
   (B) Clutch assembly overhaul, unit powerplant, when power takeoff interferes ..... 23.05
   (C) Clutch assembly overhaul, amidship transmission ..... 26.05

### MACK

#### Model AC

1. Clutch, adjust pedal or clutch brake ..... $ 0.60
2. Clutch, wash out and adjust ... 2.60
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere
   - V type cooling ..... 13.00
   - Old style cooling ..... 10.65

   (B) Clutch assembly remove and replace, unit powerplant, when power takeoff interferes
   - V type cooling ..... 16.00
   - Old style cooling ..... 13.65

   (C) Clutch assembly remove and replace, amidship transmission
   - V type cooling ..... 19.00
   - Old style cooling ..... 16.65
4. Clutch release bearing, renew.. 7.60
5. Clutch rings or facings, renew
   - V type cooling ..... 15.30
   - Old style cooling ..... 12.95
6. Clutch rings or facings, renew when clutch is out
   - V type cooling ..... 2.30
   - Old style cooling ..... 2.30
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere
   - V type cooling ..... 20.25
   - Old style cooling ..... 17.90

   (B) Clutch assembly overhaul, unt powerplant, when power takeoff interferes
   - V type cooling ..... 23.25
   - Old style cooling ..... 20.90

   (C) Clutch assembly overhaul, amidship transmission
   - V type cooling ..... 26.25
   - Old style cooling ..... 23.90

### PIERCE-ARROW

#### Models X, W, R

1. Clutch, adjust pedal or clutch brake ..... $ 0.90
3. Clutch assembly remove and replace, amidship transmisson
   - Stake or platform body ..... 13.50
   - Dump body ..... 15.45
4. Clutch release bearing, renew
   - Stake or platform body ..... 19.50
   - Dump body ..... 21.75
5. Clutch rings or facings, renew
   - Stake or platform body ..... 21.00
   - Dump body ..... 23.25
6. Clutch rings or facings, renew when clutch is out ..... 2.25
7. Clutch assembly overhaul, amidship transmission
   - Stake or platform body ..... 27.75
   - Dump body ..... 30.00

### REO

#### Model T-6, FV

1. Clutch, adjust pedal or clutch brake ..... $ 0.75
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere 5.00
4. Clutch release bearing, renew... 5.40
5. Clutch rings or facings, renew .. 5.55
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 9.00

#### Speed Wagon Jr.

1. Clutch, adjust pedal or clutch brake ..... $ 0.50
3. Clutch assembly remove and replace, unit powerplant, when power takeoff does not interfere.. 7.00
4. Clutch release bearing, renew .. 6.50
5. Clutch rings or facings, renew.... 7.50
7. Clutch assembly overhaul, unit powerplant, when power takeoff does not interfere ..... 8.25

# Month's *New* Trucks *and* Buses

## *A. C. F.*

A DUAL intake and exhaust system is now employed on the Hall-Scott engines used in the line of buses manufactured by the American Car & Foundry Motors Corp. The change is one of several recently incorporated in the A.C.F. line.

The dual intake comprises two Zenith carburetors, each serving three cylinders, through ports in the block, there being no external intake manifolds. There is also a dual air supply to the carburetor, cold air being taken in through an opening in the side of the hood and warm air from a stove placed at the center of the exhaust manifold. The supply of warm or cold air or any desired mixture of the two is controlled by a rotary valve operated from the dash. Air is passed through an Airmaze air cleaner before entering the carburetors. A single choke valve is used, located immediately back of the air cleaner just ahead of the branch of the air passage to the two carburetors. Both throttle controls are connected to one lever.

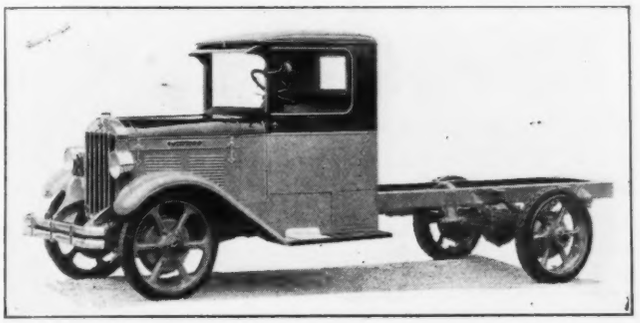
In normal bus operation high temperature exists under the hood, especially on long distance high speed trips in hot weather. With the carburetor air intake located adjacent to the cylinder block volumetric efficiency of the engine is lowered. To overcome this condition the air intake is extended through the hood, as mentioned, and the exhaust system and hood ventilation changed to lower the temperature in the engine compartment.

Instead of using a single outlet, two exhaust outlets are found, one at the rear and one at the front, as shown in the illustration. Louvers have been eliminated at the front of the hood and all air discharged by the fan passes the cylinder block and is allowed to escape through a screened opening at the rear of the hood and a space provided between the side engine pan and the frame.

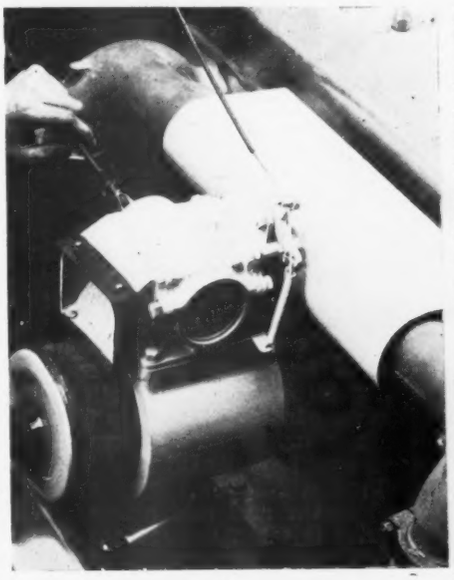
A.C.F. axles now incorporate means of preventing rear axle lubricant from reaching the brake drums and linings. There is a cup shaped retainer just outside the wheel roller bearing which is in line with a flanged section of the hub so that any leakage is discharged centrifugally outside the drum. A packing ring is installed between the retainer and the hub to prevent excess grease from high pressure lubricating outfits used on the wheel bearings from reaching the drum.

Rubber door stops are provided to prevent rattles of jack-knife type doors on street-car type buses. On this model, also, all loose wiring has been removed from the front of the dash and placed inside a box which uses the instrument panel as its cover.

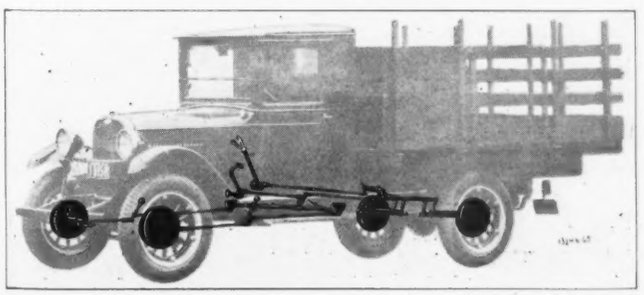
A new filler arrangement permits filling the gasoline tank at the rate of 50 g. p. m., a gage has been placed at the rear of the bus, this gage being hydrostatically operated in conjunction with the dash gage.



**Diamond T's new six-cylinder, four-wheel-brake models are offered in two and two and one-half ton capacities**



**Air supply to the carburetor of the new Hall-Scott bus engine is taken either through an opening in the hood or from a stove on the exhaust manifold**



**Phantom of the new Chevrolet one-ton Utility Truck, showing the four-wheel brake linkage**

## *Chevrolet*

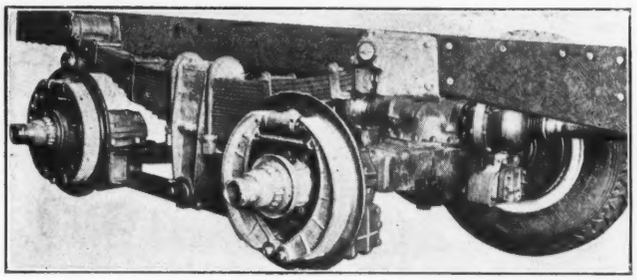
FOUR-WHEEL brakes and a four-speed transmission feature Chevrolet's latest edition of the Utility Truck. The four-speed gear-set is the same as was described in the November 20, 1927, issue of COMMERCIAL CAR JOURNAL, page 27, which was sold at $65 extra, it being interchangeable with the standard three-speed transmission. The list price of the new truck is $520, which represents a $25 increase, but is more than offset by the elimination of extra cost for the four-speed transmission and the addition of the front-wheel brakes.

To the external rear wheel service brake, which continue unchanged, internal front-wheel brakes, similar in design to those used on the light delivery truck, have been added. Inside diameter of the front brake is 10½ in. with sufficient width to receive 1½ in. lining. Equalization is such as to provide a braking effort of approximately 40 per cent on the front wheels and 60 per cent on the rear. The total braking area is 317 sq. in. The independently operated internal hand brake on the rear wheels is retained.

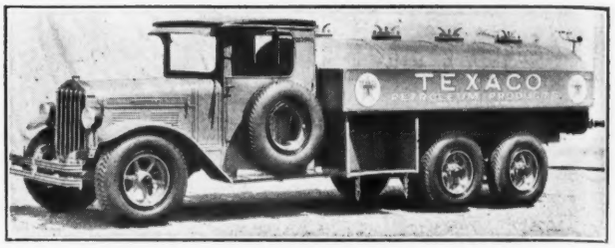
A channel type front bumper is now also included in the standard equipment, the bumper being attached to the front spring horns. Incidentally, a power take-off port is provided on the transmission.

## *Diamond T*

TWO new six-cylinder trucks, equipped with four-wheel internal Lockheed hydraulic brakes and four-speed transmission, have been brought out by the Diamond T Motor Car Company. They are designated as models 400 and 502, the former being of two tons capacity and the latter two and a half. While the lighter model is built to one standard wheelbase, 163 in., the 2½ ton model is offered in two standard sizes, 163 and 173 in.



Rear axle assembly of the new Diamond T six-wheeler. Two rocker arms connect the two rear axles with the springs




Six-wheel, four-ton, high-speed Diamond T. It is powered by a six and furnished with Lockheed internal hydraulic brakes on rear wheels

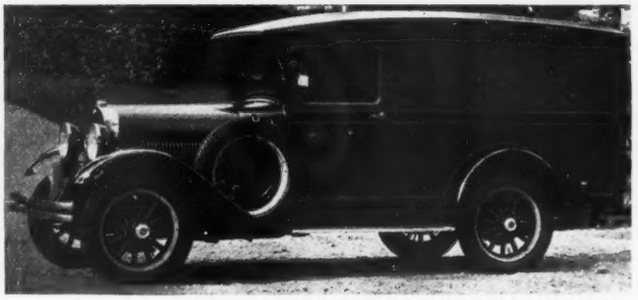
The powerplants in both models are the same except for the bore. Model 400 has a 3¾ x 4½ in. engine developing 66 hp. at 2400 r.p.m., while Model 502 has an engine with a slightly larger bore of 4 in. and develops 74.5 hp. at the same speed. The crankshafts are of large diameter and rotate in seven bearings. Wrist pins are molybdenum steel, 1⅛ in. diameter, and pistons are cast iron with four rings. Main and connecting rod bearings are lubricated under pressure from a gear type oil pump. The system includes a built-in filtrator. Zenith carburetor is used, equipped with air cleaner and governor.

Cooling is by centrifugal water pump and the system includes a copper fin and tube type radiator, spring mounted to the frame.

The transmission mounted in unit with the engine provides four forward speeds ranging from 5.2 to 1 in first to 1 to 1 in high. The rear axle is a worm drive Timken with 7¼ to 1 and 8 2/3 to 1 ratios standard on Model 400, 7¼ to 1 and 9 1/3 to 1 standard on the 2½ ton model. Steering is through cam and lever type gear.

Springs are semi-elliptic and of special alloy steel. Six-leaf auxiliary springs are mounted over the rear springs, the ends of which contact with frame brackets when heavy loads are imposed on the main springs. The springs take the load and do so through special hangers, which eliminate shackles and their lubrication. Drive is taken through radius rods.

Steel spoke wheels with solid tires are standard equipment, while pneumatic tires and Budd wheels with dual wheels in rear are optional at extra cost. This model is furnished with a steel cab shock insulated by three-point rubber mounting. It can be used as a full open, half door, or fully enclosed cab to meet all weather conditions and is equipped with upholstered seat, adjustable windshield and an attractive instrument board containing speedometer, oil pressure, gage and ammeter. Appearance is enhanced by nickel-plated radiator, bars and bumpers.



Studebaker-Erskine ½ ton delivery car; panel delivery, $875; screen type delivery, $860

## *Diamond T*

A SIX-WHEEL, four-ton high speed truck powered by a six-cylinder engine and equipped with Lockheed internal hydraulic brakes on the four drive wheels has been introduced by the Diamond T Motor Car Company. This new unit will be offered in five wheelbases, ranging from 176¼ in. to 215⅜ in., at a base price of $5,325. Forty-two m.p.h. is the rate of the governed speed.

The rear axle assembly comprises two heavy-duty Timken, full-floating axles anchored on either side to a rocker beam by steel housed blocks of live rubber. A U-shaped member straddles the center of the rear spring and rocker beam being secured to the latter by a pin joint. Two U-bolts are used to fasten the U-member to the spring. The springs are attached to the frame by brackets in the front and shackles in the rear. These connections are of special Diamond T design. No radius rods or torque arms are used in the dual rear axle assembly.

Drive is taken through the rocking beams to the springs and torque reaction is equalized by the rocker beam. The rubber block connections provide universal action to take up differences in position of the two rear axles due to road conditions and permit a trailing action by the front pair of driving wheels in rounding turns.

The springs are built up of 16 chrome vanadium leaves, the beams are of electrically cast steel and the pins are drop forgings, 2.5 in. diameter x 4 in. length.

Two heavy Spicer universal joints are mounted between the two differentials with two more between the forward axle and the transmission, equipped with slip joints to allow for spring action. Between the transmission, which is mounted amidship, and the engine Pick fabric universals are employed.

The powerplant is a Hercules YXC, 4⅜ x 4¾ in., six-cylinder engine, developing 45.9 rated hp. at 2200 r.p.m. Its 3-in. crankshaft is rotated in seven main bearings having a total length of 14 in. Lubrication is by pressure to all main and connecting rod bearings and timing gears. An oil filtrator is built into the engine. Ignition is by magneto. A 1¾ in. Zenith carburetor is used in conjunction with a Swan manifold and is fed by gravity from a 30-gal. tank located under the seat. Water for cooling is circulated by a centrifugal pump driven by the generator shaft.

A copper fin and flat tube radiator, spring mounted and cushioned on the frame, is used.

The clutch mounted in unit with the engine is a multiple disk Covert and the transmission, mounted on a three-point cradle, is a seven-speed Brown-Lipe, incorporating an overdrive ratio of .78 to 1 in the high range as well as a low reduction of 9.5 to 1 in the low range. The rear axle ratio is 6 to 1, giving a final overdrive in high of 4.68 to 1 and reduction of 57 to 1 in low.

The Lockheed internal hydraulic brakes operate on the four rear wheels. Brake drums are 16 in. in diameter and 2¼ in. wide. The handbrake is a 16 in. ventilated disk type, made by the American Cable Co., and is mounted behind the transmission.

Front spring are semi-elliptics, 2½ x 45¼ in. and built up of 13 leaves. Shackles are used in front and brackets in the rear of the front springs. The frame is of heat-treated chrome nickel steel reinforced by steel plates. Of its six cross members, two are of the tubular type. Steering is by Ross cam and lever gear. Dayton steel spoke wheels are standard equipment, with 36 x 8 in. pneumatic tires on all six wheels.

The approximate weight of the 195⅜ in. wheelbase is, front, 3980 lb.; rear, 4920 lb.; total, 8900 lb.; body allowance, 2000 lb. Wheelbases are 176¼ in., 185 in., 195⅜ in. standard, and 205⅜ in. and 215⅜ in. optional. The frame width is 34 in., with length to suit body requirements. The tread front is 63 in.; rear, 65½ in.

An all-weather, three-point rubber mounted Diamond T steel cab is offered with the new truck as extra equipment.

# *Studebaker*

A NEW Studebaker-Erskine ½-ton delivery car is being offered in two body styles; a panel delivery listing at $875 and a screen type delivery at $860. This model is a refinement of the Studebaker ½-ton delivery car which was announced early in the year, having a longer wheelbase of 109 in., a deeper radiator and a body of long and graceful lines. Among its features are six-cylinder engine, four-wheel brakes and short turning radius. The floor is 27 in. from the ground and the rear opening is 44 in. wide by 40 in. high. Distance from driver's seat to rear doors is 74 in., height 47½ in. and width 48 in.

The driving compartment is entered through doors 27 in. wide and 44 in. high. The driver's seat is deeply cushioned and the lazy back is tilted at a comfortable driving angle. Braces used in the construction of the body are said to insure long life and reduce body noises. "J" iron joints are used to seal the floor from dust and moisture. The interior of the body is finished in grey engine enamel.

# *Yellow*

ANNOUNCEMENT is made by the Yellow Truck division of the General Motors Truck Corporation of the introduction of a new small bus powered with a Cadillac V-8 engine, and incorporating a 4-speed transmission and 4-wheel brakes operated hydraulically. This model will be available as a 17-passenger parlor car or a 21 to 23-passenger city service coach. The Cadillac engine has 3 5/16 in. bore and 4 15/16 in. stroke, giving it a piston displacement of 341 cu. in. Engine mounting and accessories have been modified for bus service. A 300-watt bus type generator is mounted on top of the intake manifold above the Vee of the engine. The generator is driven by a short shaft and a Vee belt from the crankshaft, the latter being fitted with two pulleys for that purpose. All engine wiring, including leads to the starter motor and the generator as well as the distributor, is carried in flexible metal conduits.

A new type of bell housing of the standard S.A.E. type has been adopted in connection with the use af a bus type multiple disk clutch. Engine has 3-point mounting, the front support being a trunnion, while the rear are rubber cushioned in the same manner as the 1928 Buick models.

Mounted in unit with the engine is a four-speed transmission of G.M.C. design and manufacture. Gear ratios are 4.77:1 in low, 2.8:1 in second, 1.77:1 in third and 4.99:1 in reverse. Two tubular steel propeller shafts are used, fitted with four Spicer grease type universal joints. Between these shafts is a short center section shaft carried in double taper roller bearings with the universals mounted directly on either side.

The semi-floating rear axle is of underslung worm type. It is of G.M.C. design and Timken manufacture. Standard reduction is 6 to 1 while optional gear ratios are 5 to 1, 5 2/5 to 1 and 7 to 1 are also available. Front axles are also of Timken manufacture and have reverse ends with Timken taper wheel bearings. A self-adjusting ball and socket type tie rod is used.

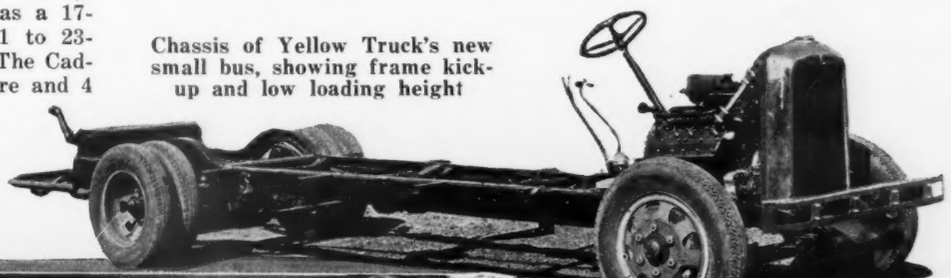
The four-wheel service brakes are of the internal duplex type with two pairs of shoes in each drum. Although operated hydraulically the brakes do not have operating cylinders within the drums. Each pair of shoes is operated by means of a camshaft and lever and a hydraulic cylinder is mounted between the ends of the pairs of levers, this arrangement providing equalization of pressure on the levers. Pressure is applied by means of a Lockheed submerged type master cylinder. Drums are 16⅛ in. diameter and 3¼ in. wide. The hand brake operates on two drums, 8⅛ by 3½ in., one on either side of the propeller shaft center bearing.

Steering is by Ross cam and lever gear. Springs are semi-elliptical all around, the front springs being 43 in. and the rear 58 in. long, both being 3 in. wide.

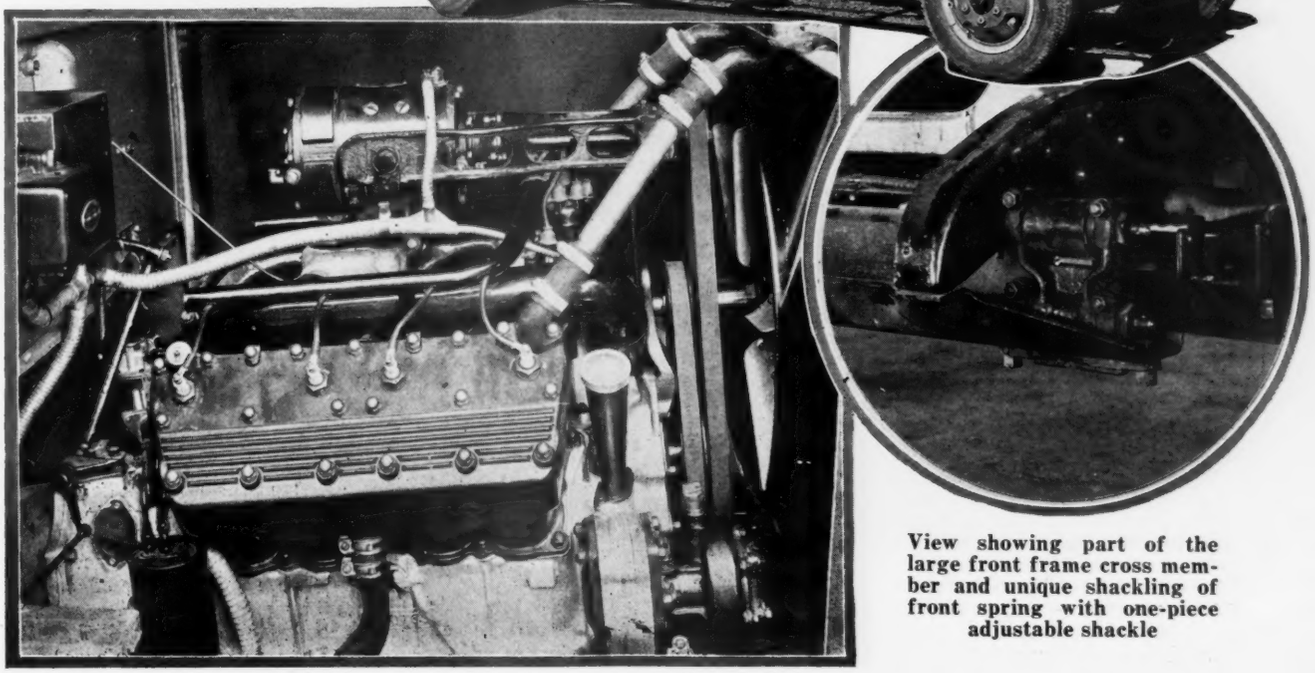
Both front and rear springs are shackled at the front ends. The front spring shackles are attached to a cross member which is placed at the forward end of the frame, extending outside the frame side members. At the rear of the front springs the bracket surrounds an extension of a tubular cross-member.

Seven cross-members are used in the frame, three of which are of the tubular and four of the channel type. Side members have maximum flange width of 3 in., maximum depth of 8 in. and are of ¼ in. stock. Tubular members,

**Chassis of Yellow Truck's new small bus, showing frame kick-up and low loading height**



**Right side of the Cadillac V-8, showing mounting of generator, unit wiring system, six-blade fan and radiator shroud**



**View showing part of the large front frame cross member and unique shackling of front spring with one-piece adjustable shackle**

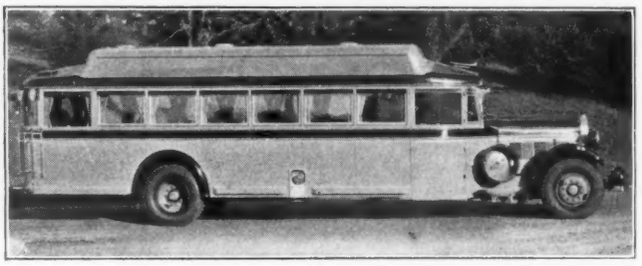
which are located at the front end, opposite the rear shackles of the front springs, and at the rear end, are butt welded to brackets riveted to the frame.

Tread at the front is 69⅞ in., with 65¼ in. at the rear, the 165 in. wheelbase chassis having a turning circle diameter of 56½ ft. Wheels are of the pressed steel disk type with 20 in. diameter rims, dual at the rear. These carry 34 x 7.50 balloon tires. Alemite lubrication is used for the chassis. Accessories include AC oil filter, standard Cadillac carburetor, AC fuel pump and 46-gal. tank, dash gas gage, 12-volt 100 amp. hr. battery, Delco-Remy 12-volt electrical units with automatic voltage regulation for the generator and double filament 6-volt head lamp bulbs. The lighting system includes also a combination tail and stop light, instrument board light, 8 dome lamps and foot controlled dimmer switch.

A channel type front bumper is rigidly attached by means of a bracket to the frame side rails at a point just back of the front spring shackle, and a plate extending around the rear of the body forms a rear bumper as well as acting as the carrier for the spare wheel furnished as standard equipment. Standard body equipment also includes automatic windshield wiper, rear view mirror, and a Nichols-Lintern blower type heater.

The city service coach has head room of 6 ft. 4 in. and an overall width of 90 in. Seating capacity is 21 passengers with cross seats and 23 if lengthwise seats are placed over the wheel housings. The parlor coach has head room of 5 ft. 8 in., and 84 in. overall width.

**Interior of new Bender Parlor coach, showing construction of the luggage-carrying roof**



**New 29-passenger Bender Parlor Coach mounted on a White chassis. While luggage is carried under the roof, low appearance is retained**

# *Walter*

A THREE-TON, 100-in. wheelbase, four-wheel drive truck, known as the Contractor Special, Model FKT, is the latest addition to the line of the Walter Motor Truck Co., Inc., Long Island City, N. Y. This unit is powered by a 4¼ x 4¾ in. heavy-duty six-cylinder, 80-hp. engine mounted beyond the front axle and capable of developing 3000 in. lb. at 800 r.p.m. Full force feed system of lubrication is employed and an air cleaner is supplied. Ignition is furnished through a high tension magneto and a Zenith carburetor fed by vacuum is used for carburetion.

Power is carried through a single disk type, 14-in. diameter clutch to a five-speed transmission, which together with the axle reductions provides a final reduction of 85 to 1 in low and 8.5 to 1 in high. In the patented Walter transmission power is transmitted from the main shaft to the countershaft by five pairs of gears, there being only 2 gears in use for any speed. From the countershaft, which also incorporates a central differential, power is transmitted to two bevel-gear and differential assemblies, front and rear, suspended from cross members of the frame. The differentials are of the automatic locking type and comprise a worm wheel combination. Universal-joint equipped transverse propeller shafts connect these differentials with the wheels. This construction leaves only the load carrying dead axles as unsprung weight. Two reductions are provided between the transmission and the wheels, the first by bevel gears and the second by internal gears in the wheels. Since the front and rear axles are similar all parts are interchangeable front and rear and on either side.

Four external brakes acting on the driveshafts are used, each of which have a braking surface of 150 sq. in. The drums are fixed on the driveshaft immediately adjacent to the differentials. By being mounted on the driveshafts the brakes are equalized by the action of the differentials.

The frame is of pressed steel, six inches deep, three-inch flange and ¼-inch thick and mounted over silico manganese 52 x 4 in. springs. Steering is through cam and lever gear mounted on the left side with a patented knuckle which balances the drive forces to give easy steering. Budd demountable disk wheels are used with 40 x 8 in. pneumatic tires front and rear although 38 x 7 in. single front and dual rear can be obtained.

Standard equipment includes coupe cab, electric generator and starter, Philco battery, electric head and tail lights, pintle hook, etc.

The weight of the chassis is 7500 lb.; body allowance, 2500 lb.; height of frame, 35 in. loaded; overall length, 187 in.; body length 8 ft.; overall height, 100 in. loaded; tread, front and rear, 66 in.; and overall width 85 in.

An 118-in. wheelbase model for a 10-ft. body is also offered by the company.

It is known as Model FK and is the same as the FKT except for the wheelbase.

**Three-ton, 100-in. wheelbase, four-wheel drive Model FKT Walter Contractor Special. It is powered by a six and equipped with a 5-speed transmission**

# *Bender*

A 27 and 29-passenger parlor coach in which the roof is so constructed that luggage can be carried inside the body on shelves over the seats is the latest development of the Bender Body Co., Cleveland. The shelves are of mahogany and are almost the width of the seats, being suspended from the roof on the aisle side by polished metal rods connecting to side rails running the full length of the compartments. Access to the luggage compartments is obtained from the aisle. The construction permits full head room in the aisle and in the toilet space without detracting from the low appearance of the coach. The roof is built of ash and aluminum.

The body is so designed that it is

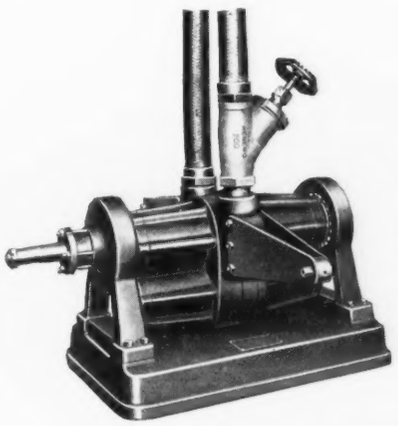
*(Turn to page 30, please)*

### Tracy Fluid Dynamometer

Metal Stamping Co., Inc.
Long Island City, N. Y.

PUMPING of oil under pressure is the means of absorbing power in this dynamometer. The pump or power absorption unit, shown in the illustration, is mounted on ball bearings in a frame and it can rock freely within limits. The outlet of the unit is provided with a valve to throttle the discharge of oil and thus control the pull of the dynamometer and the speed of the engine.

An arm extends from each side of the unit and torque is measured by scales in the usual manner, the torque arm length being 15¾ in. Oil from the unit is discharged through the valve mentioned and flexible hose to a cooling tank. The tank contains brass tubes through which water is circulated to cool the oil which surrounds the tubes. From the tank oil flows back to the pump. The system contains approximately 19 gallons of automobile engine oil. About three gallons of water at 72 degrees are required for each horsepower being absorbed.



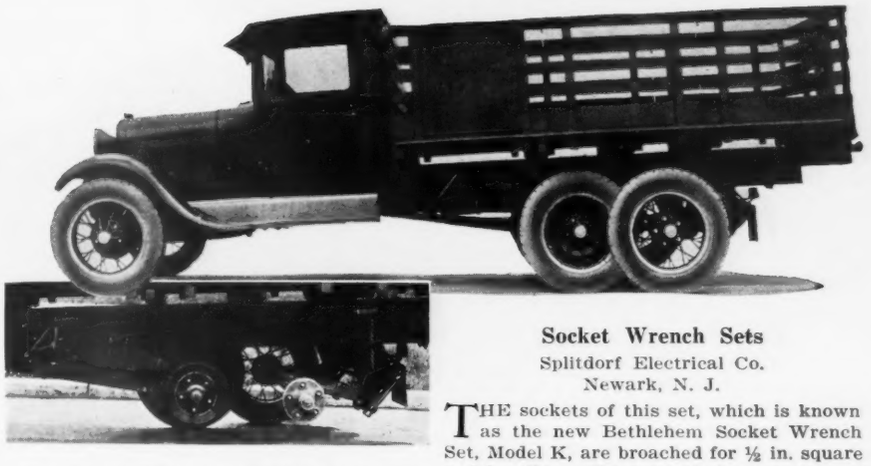
The model 2 dynamometer can be used to test engines up to 50 hp. in continuous operation and up to 150 hp. for short periods. A feature of the construction is that high torque can be absorbed at low speeds.

### Extra Axle for Ford

Twin-Flex Corp.
Architects Bldg., Detroit

CLOSE-COUPLED overlapping rear wheels and a double spring suspension are features of Twin-Flex Unit which is designed for attachment to the new Ford truck. The extra axle, which is not connected with the Ford rear axle, is mounted in the rear of the standard axle. The extra rear wheels are mounted on the end of the dead axle on Timken roller bearings and the tread of this pair of wheels is larger than that of the forward wheels. This construction reduces the distance from center of axle at the rear due to the overlap of pairs of rear wheels.

Spring suspension of the extra axle is by means of an L-shaped spring which is mounted on the trunnion at the rear of this axle. The horizontal part of the L-spring is fastened to the extra axle and the vertical section is attached to a horizontal rod extending to a bell-crank which in turn is connected to the front end of the Ford cantilever spring by a shackle. This arrangement is used to divide the load between four rear wheels on smooth and rough roads.



The truck frame is lengthened 2½ ft. by the Twin-Flex unit. No changes are made in Ford axle or brake system. Overlapping rear wheels reduce scuffing on sharp turns and assist in negotiation of rutty roads, according to the makers of the unit, for which they claim a carrying capacity of three tons.

### Wadell Brake Drum Grinder

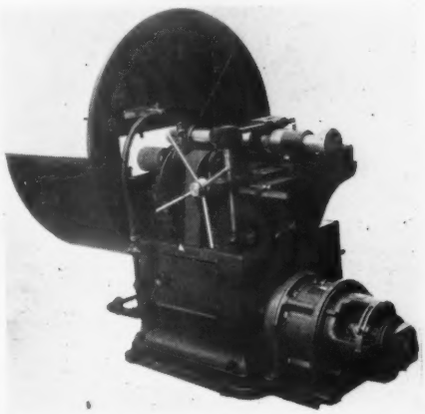
Wadell Engineering Co.
Newark, N. J.

BRAKE drums are ground in this machine without removing either rim or tire from the wheel. The wheel assembly is mounted on an arbor on the end of a shaft and is revolved at slow speed by gearing. Grinding is accomplished by a wheel on a separate shaft driven by belt by a 5 hp. electric motor.

Either internal or external drums may be ground and the direction of rotation of the shaft on which the vehicle wheel is mounted as well as of the grinding wheel may be reversed. The first is accomplished by gearing and the latter by reversing the motor. Two rates of rotation, or feed, are provided for the drum, low speed for roughing and high speed for finishing the drum.

Position of the grinding wheel is controlled by a four-spoked handle which is engaged with either of two jaw clutches. One clutch moves the grinding wheel across the face of the drum into grinding position and the other brings it into engagement with the drum surface. Ordinarily the entire width of a drum is ground at once, no cross-feed being employed. The wet-grinding process is used and a pump is incorporated in the unit.

Internal drums from 12 to 24 in. and external drums from 8 to 20 in. diameter may be ground. Tires, up to 42 in. diameter may be left in place during grinding.



### Socket Wrench Sets

Splitdorf Electrical Co.
Newark, N. J.

THE sockets of this set, which is known as the new Bethlehem Socket Wrench Set, Model K, are broached for ½ in. square end handles. The set includes ten sizes of hectagon sockets and four sizes of square sockets, Alemite sockets, car and truck drag links, ratchet wrench, three extension bars, sliding T handle, and universal joints. The box is enameled steel. Price $17.

### Ross Steering Gear Lubricant

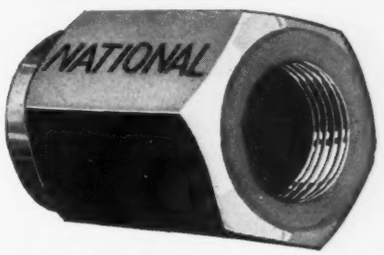
Ross Gear & Tool Co.
Lafayette, Ind.

THE above company is offering a lubricant prepared especially for Ross cam and lever steering gears. It can, however, be used on other makes. It is a fibrous-base lubricant and variations in temperature are claimed not to affect efficiency, as it maintains its viscosity in both cold and hot weather. The lubricant is distributed through Ross jobbers.

### Truck and Bus Wheel Puller

National Machine & Tool Co.
Jackson, Mich.

A HEAVY-DUTY shock type wheel puller has been developed by the above company for trucks and buses. Made of chrome nickel steel, double heat treated and Brinell tested these pullers are offered



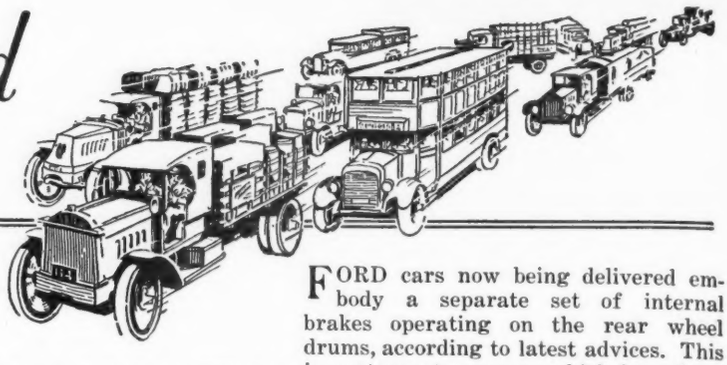

in sets of four sizes: one inch 14 thread; 1⅛ in. 12 thread; 1¼ in. seven thread; and 1¼ in. 12 thread. This range will accommodate a large percentage of the truck and bus axles on the market.

### Polson Super-Tube

Polson Rubber Co.
Cleveland, Ohio

THIS tube, manufactured and distributed nationally by the above company, is of the heavy inner-tread type. It is claimed to increase tire mileage by at least 25 per cent and deliver a service life of four to five years. The maker points out that the tube offers an inner cushion of compressed rubber next to the casing, thereby protecting the internal cords of the casing. Reduction of air seepage through special manufacturing processes is pointed out as a safeguard against under-inflation and pressure variation. The construction is claimed to be such that it will self-seal all ordinary punctures.

# Have You Heard That —



WHILE truck sales in the grain belt of Texas were fine during July, sales for the entire territory were below those of June. The July report from New Orleans indicates that the trend away from heavy to light trucks is increasing and that the program for paved highways is helping sales. Cincinnati reports that general good business augurs increasing sales. Demand for light commercial cars continues strong in Detroit. Milwaukee reports that the truck business is equal to a year ago. Sales in the Minneapolis territory are reported as fair. Until harvests are assured, conditions in North Dakota are uncertain, while sales in South Dakota are reported to be almost equal to its previous record for the period. Los Angeles reports that the truck market is showing considerable decrease over last year. Truck sellers in the Seattle territory are optimistic because of sound credit conditions and healthy business generally throughout the Northwest territory. Trucks up to 2-ton capacity, according to San Francisco reports, are moving rapidly owing to large crops.

**George A. Brockway,** president of the Brockway Motor Truck Corp., Cortland, N. Y., recently donated $60,000 toward the construction of a nurses' home, according to an announcement given out at a dinner of the fund campaign workers. The home is to be erected as a memorial in honor of Cortland men who served during the world war.

PIERCE-ARROW is now furnishing its distributors, dealers and salesmen with a quarterly data sheet which gives in condensed form all important specifications for each Pierce-Arrow truck. The new sheet, which was originated by Hal T. Boulden, manager of the commercial car division, is 26¼ by 11½ in. and folds up so that it will fit conveniently into the salesman's pocket. It gives in tabular form for each model major chassis specifications and body dimensions, prices, tire equipment, wheelbases, etc., as well as prices and information on special equipment.

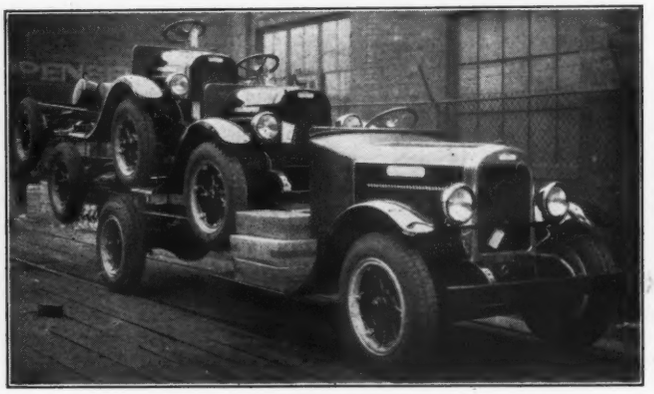
**Rubber** has continued its steady descent until automotive tires this June were shown to be costing only 62.2 per cent of what they cost in 1926.

**STARTING with this issue, COMMERCIAL CAR JOURNAL specifications now give distances back of cab to end of frame and to center of rear-axle, maximum wheelbase and method of operating brakes.**

**White Motor Co.** reports net income after all charges for the six months ending June 30, as $1,161,830. This compares with $870,269 for the first half of 1927.

PRODUCTION of the frameless Metropolitan Coach, described in the October, 1927, issue of COMMERCIAL CAR JOURNAL, has been started by the American Car & Foundry Motors Corp. Very little change is noted in the present production over the model described last October. Appearance, however, has been improved by rounding off the roof and pulling in the top part of the body side panels, these changes giving a low appearance.

It will be remembered that this bus is of the hoodless type, engine mounted beneath the floor. There is no chassis frame, the various chassis units, such as rear and front axles and engine, etc., being directly attached to the various parts of the body. This bus is available in mechanical or gas-electric drive.



**"Drive-aways" with one driver in charge of three trucks is the plan by which the Federal Motor Truck Company is working to bring the F. O. B. price closer to the actual delivered price**

FORD cars now being delivered embody a separate set of internal brakes operating on the rear wheel drums, according to latest advices. This is contrary to rumors which have been current for some time to the effect that Ford would incorporate a driveshaft type parking brake in the Model A car.

The new brakes, it is understood, are smaller in diameter than the rear wheel service brakes and are placed concentric with and to the outside of them operating on the same drums. The drums formerly flared to the brake diameter and they now have two brake surfaces side by side.

A one-piece band is employed which is covered with conventional asbestos lining. Expansion is provided by a toggle joint actuated by a semi-circular arm connected with the brake camshaft. There is no internal adjustment of the brake.

A hand lever operates the parking brake by means of a pull rod extending to a separate cross shaft from which two rods extend to the camshaft arms which also are separate from the service brake mechanism.

**Harold E. Butcher** was elected vice-president of the Edward G. Budd Mfg. Co. The office was created by an amendment of the by-laws of the company and the membership of the directorate was increased from 12 to 15. Mr. Butcher was formerly vice-president of the Champion Spark Plug Co.

WALTER P. CHRYSLER is the new president of the Dodge Bros. Corp. as a result of a special stockholders' meeting approving the merger of the Dodge Bros. organization with the Chrysler company. Both companies will continue to manufacture and sell their present lines as formerly. Personnel changes include: L. T. Keller, vice-president of the Chrysler Corp., will also be vice-president and general manager of Dodge Bros. in charge of all manufacturing; W. Ledyard Mitchell, vice-president of Chrysler Corp., will remain as vice-president and general manager of Chrysler manufacturing operations; Fred M. Geber, vice-president in charge of engineering of Chrysler Corp., will have charge of engineering of all divisions; J. E. Fields, vice-president in charge of sales of Chrysler Corp., will be vice-president in charge of all divisions of sales, and B. E. Hutchinson, vice-president and treasurer of the Chrysler organization, will be vice-president in charge of finance and treasurer of all the business.

Commercial Car Specifications on Page 35

## *Penna. to Open Bids for Trucks*

**THE Pennsylvania Department of Highways will open bids on Aug. 17 for supplying the Department with four-wheel drive dump trucks. The bidding is to be on eight 5-ton trucks with power take-off, for operating snow plows; eight 5-ton trucks without power take-off, and 68 3-ton trucks.**

**M. A. Hollinshead** was placed in charge of the new branch office opened by the Campbell-Ewald Co. at Lansing, Mich.

IN an effort to improve traffic conditions in San Francisco, the police department of that city, with the cooperation of fleet operators, is endeavoring to route commercial vehicles so as not to tie up streams of traffic during the peak periods of the day. In line with the plans, several drayage firms, with the cooperation of merchants, are making night deliveries.

**Carter Carburetor Corp.** has reorganized its sales and service organization into four sales territories and three service territories with the following men as managers: Eastern sales, John J. Machecek; East Central sales, Lester Lowenstein; West Central sales, Ralph C. Richards; Western sales, Carl H. Yackey; Eastern service, Frank L. Burgess; Central service, McLaren Sawyer; and Western service, Carl H. Yackey.

STILES-MURRAY, INC., Des Moines, Iowa, has taken over the distribution of Heil products in the Iowa territory. R. E. Stiles is president of the company and has been connected with the truck and tractor industry for a number of years. His associate, E. F. Murray, is vice-president, and is also well-known in the territory.

**Arthur J. Chantler,** manager of branches of the Studebaker Corp. has been assigned to assist in the management of the dealership organization of the Pierce-Arrow Co., while the formation of the new company is being completed.

BROCKWAY MOTOR TRUCK CORP. is developing plans for two assembly lines so that its Binghamton (N. Y.) plant can turn out a complete vehicle every 20 minutes, according to an announcement by George A. Brockway president. The July output is expected to be close to 500 trucks.

**Albert L. Bowman** has joined the sales department of the Miller Rubber Company. Mr. Bowman has been identified with the commercial tire sales of the rubber industry for a number of years, having started his career in 1904.

**Henry Jennings** has been appointed by the Larrabee-Deyo Motor Truck Co., Binghamton, N. Y., to a specially created office wherein his duties will be chiefly that of establishing a more firm contact between the sales and service departments of the dealers and with the sales and service departments of the factory.

MANUFACTURERS, distributors and operators will attend the Mid-West Motor Truck Transportation Congress to be held in Indianapolis, Oct. 23-26. Economical and prompt delivery will be the main theme of the congress, which will also include an exhibit of trucks and equipment adaptable to every line of business. The event is being conducted under the auspices of the Motor Truck Association of Indiana, Inc., the Ohio Association of Commercial Haulers, Inc., and Motor Truck Club of Kentucky, Inc.

**Percy E. Chamberlain** has been appointed managing director of the Greater Market Development Department of the Automotive Equipment Association. Mr. Chamberlain formerly served as assistant to his predecessor, Harry G. Moock, resigned. Mr. Chamberlain was one of the originators of the National Automobile Dealers' Association, serving on its first directorate and thereafter for a term of three years. Martin E. Goldman will continue as Divisional Manager, and the field force will remain as now constituted, according to an announcement by Chairman Boynton.

THE Heil Company has started work on the erection of a $60,000 shop addition, 74 by 302 ft., at its main works, Milwaukee. The addition will especially help the hoist division and the department manufacturing steel tank bodies for transporting milk.

**Brockway Motor Truck Corp.** and Indiana Truck Corp. reports for the six months ending June 30, net income of $767,326 after depreciation and Federal taxes, comparing with $530,144 for the first half last year.

GENERAL MOTORS CORP. for the first half of 1928 had net earnings of $161,267,974, compared with $129,250,207 for the first half of 1927, a gain of $32,017,767.

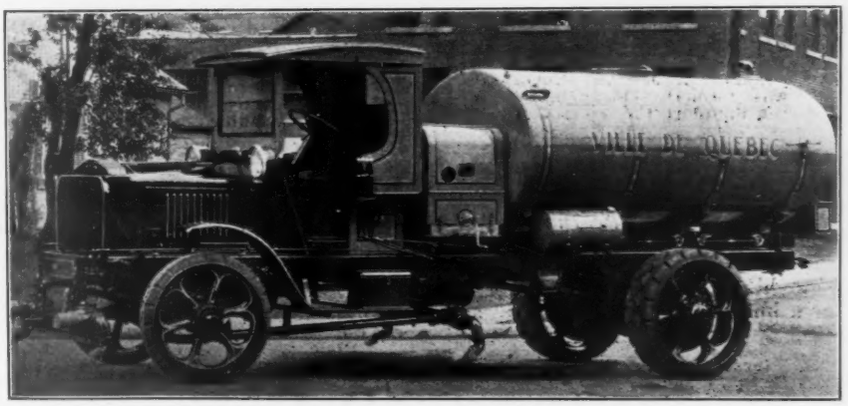
APPROXIMATELY 160,000 sq. ft. of space will be added to the factory of the Kleiber Motor Company of California, according to an announcement by Paul Kleiber, president. The demands of a greatly increased volume of business during the first six months of 1928 are given as the reason for the expansion. It is reported that the June sales of this company were 20 per cent over June a year and that approximately 50 per cent of this increase has been on sales of trucks from two and a half tons up.

**William J. Kephart** has been appointed manager of the Philadelphia branch of Hahn Motors Truck Corp. Mr. Kephart was formerly in the sales department of the Reo Philadelphia Company. He is well-known in the territory.

ANNOUNCEMENT of its purpose to extend its activities into the commercial vehicle field with a de luxe line of delivery vehicles and buses, to be known as Fargo Express, was made by one of the leading motor car producers recently. The identity of this company and details of the product will be made known later. For the present, it is stated that the new Fargo Express is in production and will be ready for delivery in from 60 to 90 days.

**G. Rymarczick** has become president and general manager of the Plymouth Motor Service Co., western Massachusetts distributor of Bosch products with headquarters in Springfield. Mr. Rymarczick, who has been with the Bosch organization since 1911, resigned as assistant sales manager of the automotive division of the American Bosch Magneto Corp. to take over his new position.

CALIFORNIA is considering the erection in San Francisco of $2,000,000 state-owned, privately operated cold storage warehouse and refrigeration plant at which motor truck lines from the orchard and agricultural sections of California could concentrate deliveries of fruits, vegetables and other perishables for precooling, refrigeration, storage and shipment to domestic and foreign ports.




**Equipment recently purchased by the street flushing department of the City of Quebec. The chassis is a 5 to 7 ton Standard and is equipped with a 1200 Imperial gallon tank. The power unit for putting the water under pressure is located between the cab and tank**

Commercial Car Specifications on Page 35

DURING the first six months of the year manufacturers of automobile parts and accessories enjoyed the greatest volume of business in their history, according to the Motor & Accessory Manufacturers Association. Record-breaking height was reached and the mark continued at the same level through April and May with only a mild seasonal depression in June.

**American Car & Foundry Co.** at its annual meeting in Jersey City reelected its board of directors, consisting of the following members: William H. Woodin, C. R. Woodin, John Sherman Hoyt, Dallas B. Pratt, William M. Hager, Charles J. Hardy, W. C. Dickerman, Herbert W. Wolff and G. R. Scanland.

TWENTY-ONE of the largest bus operators in the country gathered in the Stevens Hotel in Chicago on July 17, at the invitation of A. M. Hill, chairman of the motor bus division of the A.A.A., and pledged their support to the association program.

**C. Walter Coapman,** treasurer of North East Service, Inc., Rochester, N. Y., has recently returned from a three months' tour visiting associate companies in London and Paris and North East distributors and service stations in Holland, Belgium and Switzerland.

DIRECTORS of the Waukesha Motor Company recently set aside $600,000 for the erection of plant additions to increase manufacturing capacity. According to plans, the new facilities will be ready about January or February, 1929.

**M. S. Allen** has been appointed manager of the San Francisco branch of the General Motors Acceptance Corporation. Mr. Allen came from the Chicago branch where he held the same office for the last five years.

GRAHAM BROS. truck division of Dodge Bros., produced an average of 298 trucks and motor coaches daily through the month of July, and reports that July business was the best in its history for that month.

**Edward B. Novosielski** is now assistant chief engineer of the Eclipse Machine Company, East Orange, N. J. Mr. Novosielski was formerly chief engineer of the Splitdorf Electrical Co.

NEVADA'S highway program for July, 1928, to June, 1929, provides for the expenditure of more than $1,700,000. The program calls for the construction of a hundred miles of new highway and the reconstruction of a hundred miles of old highway.

**Increasing** its directorate from 11 to 15 members, the following additional directors of the Yellow Truck & Coach Co. have been named: G. A. Green, P. H. Geyser, L. Ruhenberg, and H. J. Warner, all officials of the company.

**John J. Raskob** resigned as Chairman of the Finance Committee of General Motors Corp., as a member of that committee and as a member of the executive committee to give his entire attention to the chairmanship of the Democratic National Committee. He continues, however, as the vice-president and director of the corporation.

GRAHAM BROS. report that its school bus sales for 1928 to date are 48 per cent greater than they were for the same period of 1927. Sales during the whole year of 1927 were 36 per cent greater than in 1926.

**A. P. Federline** has been appointed assistant manager of the Glycerine Producers Association, acting as a clearing house for information and service to sales managers of member companies. The association is handling the advertising and distribution of radiator gylcerine produced by nine manufacturers. Each company is producing the solution according to a formula worked out by a special committee and is subordinating its own brand name for the initials of the association, GPA.

GENERAL MOTORS CORP. recently signed a $400,000,000 group life insurance policy for its employees, which allows each employee to take $2,000 in life insurance at a cost of $1.50 a month.

POWER of the Pontiac engine has been increased from 43 hp. at 2600 r.p.m., to 48 to 2850, through the adoption of a 1-in. Marvel carburetor and an increase from 1 to 1 11/16 in. in porthole diameter.

**Martin-Parry Corp.** has taken additional space in the former Bock Bearing Co. plant in Toledo and will furnish truck bodies for Willys-Overland Co.

# Coming Events

**SHOWS**

American Electric Railway Association, Public Auditorium, Cleveland .....Sept. 22-28
American Road Builders' Association, Inc., Cleveland Auditorium..Jan. 14-19
Automotive Equipment Association, Coliseum, Chicago .....Oct. 22-27
*Chicago, National, Coliseum Jan. 26-Feb. 2
National Standard Parts Association, Cleveland Auditorium...Oct. 29-Nov. 3
*New York, National, Grand Central Palace .....Jan. 5-12
Toronto, Can. .....Aug. 24-Sept. 8

***Will have Special Shop Equipment Exhibit.**

**CONVENTIONS**

American Electric Railway Association, Public Auditorium, Cleveland, Sept. 22-28
American Road Builders' Association, Inc., Cleveland Auditorium..Jan. 14-19
Automotive Equipment Association, Coliseum, Chicago .....Oct. 22-27
Mid-West Transportation Congress, Indianapolis .....Oct. 23-26
National Highway Congress, Mexico City .....Oct. 3-6
National Standard Parts Association, Hollenden Hotel, Cleveland, Oct. 29-Nov. 3
World Motor Transport Congress, Rome .....Sept. 25-29

**S. A. E.**

Detroit, Jan. 15-18—Annual.
Newark, Robert Treat Hotel, Oct. 16-18—Transportation.
New York, Hotel Astor, Jan. 10—Annual Dinner.

**Commercial Car Specifications on Page 35**

RELATION of Traffic Department to Efficient Conduct of Modern Business" has been selected as the subject for study by the transportation division of the United States Department of Commerce in an effort to determine the place of industrial traffic management as a platform for the elimination of waste in distribution.

**Two** new additions to the factory of the Hutto Engineering Co., Inc., Detroit, recently have been completed. One addition is set aside for the special tool department and the other was designed to house the paint department. Increase in business is reported to have made the increases in plant size necessary.

McQUAY-NORRIS MFG. CO. recently established a new warehouse in central Chicago. The building provides 7000 sq. ft. of floor space and will serve the surrounding territory with a complete stock of rings, pistons, pins and bearings.

**L. H. Blaney** has been appointed factory service manager for Larrabee-Deyo Motor Truck Co. For the past two years Mr. Blaney has been assistant general manager of the Larrabee factory branch at Albany. He has been in the truck business since 1913.

FINAL consummation of the Chrysler-Dodge deal was effected by action of Dodge stockholders July 30. This gives the new concern a manufacturing capacity of 700,000 cars and trucks and what is regarded as a potential earning power of $50,000,000.

**Elliott E. Van Cleef** has been appointed district sales agent in the Chicago territory of the Rollin-Smith Company. Michael B. Mathley who has been connected with the Chicago office for many years will be associated with Mr. Van Cleef.

DODGE BROS., INC., during the first six months of 1928 shipped 121,327 cars, trucks and buses, or an increase of 13.3 per cent over the same period in 1927. The company also reports an increase in export shipments in June of 79 per cent over June, 1928.

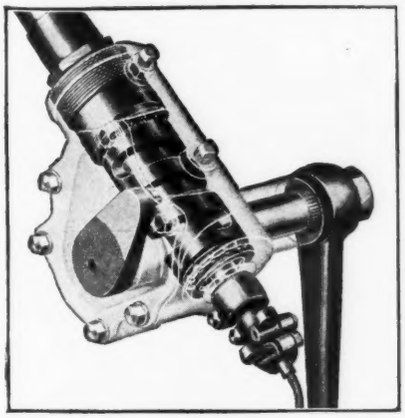
**Reo Motor Car Co.** reports net profit of $3,104,653 for second quarter of the year, which compares with a net loss of $86,489 for first quarter of the same year.

THE latest addition to the factory and office of the Wisconsin Parts Co., Oshkosh, Wis., to be completed October 1, will provide more than 17,000 sq. ft. of factory space and 5000 sq. ft. of office area. The buildings will be of brick, concrete and steel. Increasing production has made the expansion necessary.

**George E. Wedin,** assistant engineer at the Springfield, Ohio, plant of International Harvester Company, recently died in Jamestown, N. Y., after six months' illness. He had been connected with the I.H.C. since 1919 and was a member of the Society of Automotive Engineers.

# *Only Two Working Parts*

## ~ STURDY, SIMPLE, TROUBLEFREE



The balanced qualities of Ross Steering are largely the result of these features in which the Ross Cam and Lever Steering Gear differs from the ordinary type of steering gear:

Variable Ratio of Cam

Line Contact Between Actuating and Actuated Members

Low Internal Pressures

Powerful Internal Leverage

High Over-All Efficiency

THERE are *only two working parts* in the Ross Gear—the Cam and the Lever. Each is a sturdy, one piece unit, with nothing to get out of order. Each has a tough, strong core of high grade steel, and a case so heat-treated and hardened that it is practically wear-resistant. (Ross Cam and Lever Steering Gears after thousands of miles of service show so little wear that it is scarcely measurable.)

The advantages of Ross from a service standpoint are as great in their way, as the exceptional balanced steering which Ross gives. Ross Cam and Lever Steering Gears give thousands of miles of trouble-free service without the necessity of adjustments. Herein is an added reason for the widespread popularity of Ross among the makers of cars, trucks and buses.

ROSS GEAR & TOOL CO. :-: LAFAYETTE, INDIANA

# ROSS *Cam* AND *Lever* STEERING

## "I Don't Need a Truck Now"

*(Continued from page 17)*

The contact is made permanent and constructive. The dealer has become much more than a truck salesman in the eyes of that grocer. He has gained his respect as well as his confidence.

Finally the grocer begins to think about getting a new truck. The XYZ salesman automatically knows about it before any of his competitors. He knows about it when the thought comes into the grocer's mind. Then, as he begins to talk his truck, the service facilities behind it and its efficiency, he fits it almost automatically and certainly intelligently into the merchandising picture of that grocer. And the story that he tells about his truck fits into a background of confidence and intelligent help that enables the truck salesman to have the grocer view it in proper perspective.

Assuming the XYZ truck to be sound mechanically, backed by good service and reasonably priced, any other truck salesman is going to have a tough time getting that sale away unless the XYZ man fumbles badly at the last moment. And the chances are all in favor of the sale being made at a profit. Matters of price difference and trade-in allowance, when they come up, are then only a part of a broad background of sales effort; they do not obscure the whole landscape as is the case when purely defensive selling methods are used.

It will be objected that this offensive selling requires a lot of exertion and time for which there is no direct immediate return and that, consequently, the cost of such selling will be high. There is truth in that contention. On the other hand, if the final sale is made at a profit, the actual net profit will be much greater than in those cases where far less time is spent in preliminary contact, but where most of the potential profit is given away in cut prices or over-allowances on old trucks.

Offensive selling may fail in a number of cases, but when it does succeed it brings profit dollars into the dealer's till.

Defensive selling fails in just as many cases, but when it does succeed it brings few profit dollars.

Is it worth trying?

## Clutch Service

*(Continued from page 16)*

passages provided for oil.

In another instance a truck which had been in use a few weeks gave trouble from a dragging clutch. The clutch was adjusted several times and the grease cup on the throw-out bearing was filled and turned down each time. Still the dragging continued. A service man took the truck out for a trial trip and on his return blamed the trouble on a dry throw-out bearing. He was told that it had been lubricated but he asked that the grease cup be filled and turned down until grease oozed out of the bearing. It required a half-dozen fillings before grease appeared at the edge of the bearing. Another trial trip was then taken and it was found that the dragging had stopped. The explanation was that the grease tube leading to the bearing had never been filled enough for grease to reach the bearing.

Other causes of lack of lubrication are stoppages in the grease tube or hose, leaks in the hose, breaks in connection, loose or unfastened connections.

Intentional slipping of the clutch by the driver is the cause of no little clutch trouble. Some slipping is necessary in order to make a smooth start under load but some drivers throw out a clutch every time they slow down for a bump and slip the clutch rather than shift gears. The location of the gear shift lever has something to do with the amount of clutch slipping because a gear shift lever which is too short or otherwise hard to reach provides an excuse for slipping the clutch a little. Another driving practice which is hard on clutches is that of slipping the clutch when changing gears from first speed. The ideal condition is to have the engine revolving at a speed corresponding with the vehicle speed in the gear just engaged. In this case the clutch can be engaged quickly and without shock. If the engine is allowed to race during the shift it is necessary to slip the clutch when it is engaged.

A clutch job presents a favorable opportunity to show a driver that he has some responsibility in the matter. In fact a little time spent in explaining the result of abuse of the clutch may change his viewpoint and put an end to his impatience with clutch trouble—perhaps reduce the trouble itself.

## High Cost of Hiring and Firing

*(Continued from page 13)*

general experience that men fail on their jobs, not from lack of intelligence, but because of a wrong mental attitude.

"They are surly, easy to anger, with feelings that are easily hurt. They are shy, sensitive, afraid to tackle new jobs. They are lazy, don't want to have to work overtime, don't want to be crowded with work in emergencies. They lack neatness in their work. They can't stand up under responsibility. They may be enthusiastic in a new job, but the glamor soon wears off. They are usually 'hard-done-by.' Obviously, it is almost impossible to detect these weaknesses during the initial interview with the man seeking a job. But every one of these common failings will respond to the right kind of treatment when the man becomes a member of the business family. Of course, there are exceptions, when the only recourse is to let a man go, but the latter course is always expensive and never satisfactory, for it breeds ill feeling. No one knows in what form this will react on a business, or from what sources.

"Of course, we all try to avoid the workman who drifts from job to job, is unkempt in appearance, is blatant or surly in the interview, or is too servile in his attitude, but at best we often guess wrong. More fruitful it is to develop the best there is in each employee by every known means.

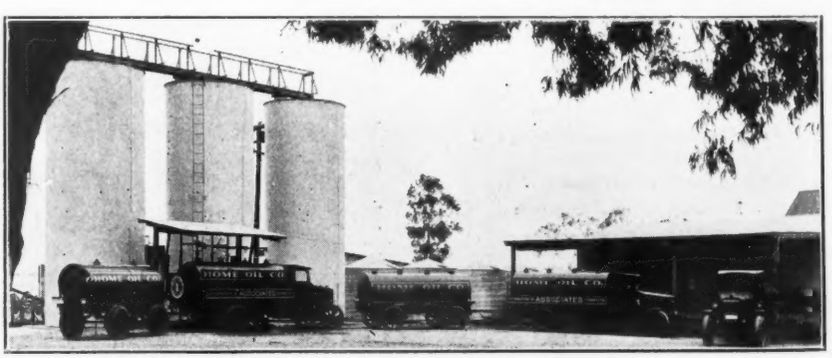
"That's the fundamental back of the various methods we use."

## Bender Coach

*(Continued from page 24)*

widest at the belt line, tapering slightly to the roof edge, which gives maximum width where it is most needed, at the seats. By reason of the height afforded by the roof box, side windows are designed to raise up into the roof. Windows in the doors drop entirely into door wells actuated by raising and lowering mechanism. While the side window effect is carried around the rear, with curved glass at the corners, the back windows are stationary. At the rear edge of the roof a metal visor striped and scalloped to effect awning is provided. The lower rear and rear corner panels are embellished with polished vertical rods with fleur-de-lis design ends. Miniature railroad lamps with side and rear lenses are mounted on the two rear window pillars. An electrically illuminated disk is mounted at the rear.

In other respects this new model is essentially built along the lines of the standard Bender parlor coach.

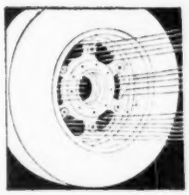



**The tanks used on the trucks and trailers of the Home Oil Company, Anaheim, Calif., in reality consist of four sub-tanks having convex and concave ends that fit snugly together and are fastened by iron straps. A more flexible unit is claimed. The trucks are International Harvesters**

# *Change Over* to Dayton PNEUMATICS

Single and Dual Pneumatic Steel Wheels of standard Dayton design are available to you for change over from your solid-tire type wheels.

**MORE**
SPEED
With Dayton Pneumatics you get more speed and better traction in soft going.



**MORE**
TIRE MILEAGE
Air circulating thru the Dayton broad arches keeps tires and brake drums cool.

**MORE**
PAYING LOADS
You haul more loads —in greater safety— with Dayton Pneumatic Steel Wheels.

## *Save Time and Expense by Changing Over to Daytons*

You can change over to Daytons and *keep your trucks on the job.* With Dayton Pneumatics you get the big advantages of profitable speed, safe transportation, greater tire mileage, more paying loads and longer truck life.

## *Write Today for the Question Book*

The Question Book tells you all you want to know about changing over to Dayton Pneumatic Steel Wheels. A FREE copy will be mailed to you upon request.

*The* DAYTON STEEL FOUNDRY CO.
*Dayton, Ohio*

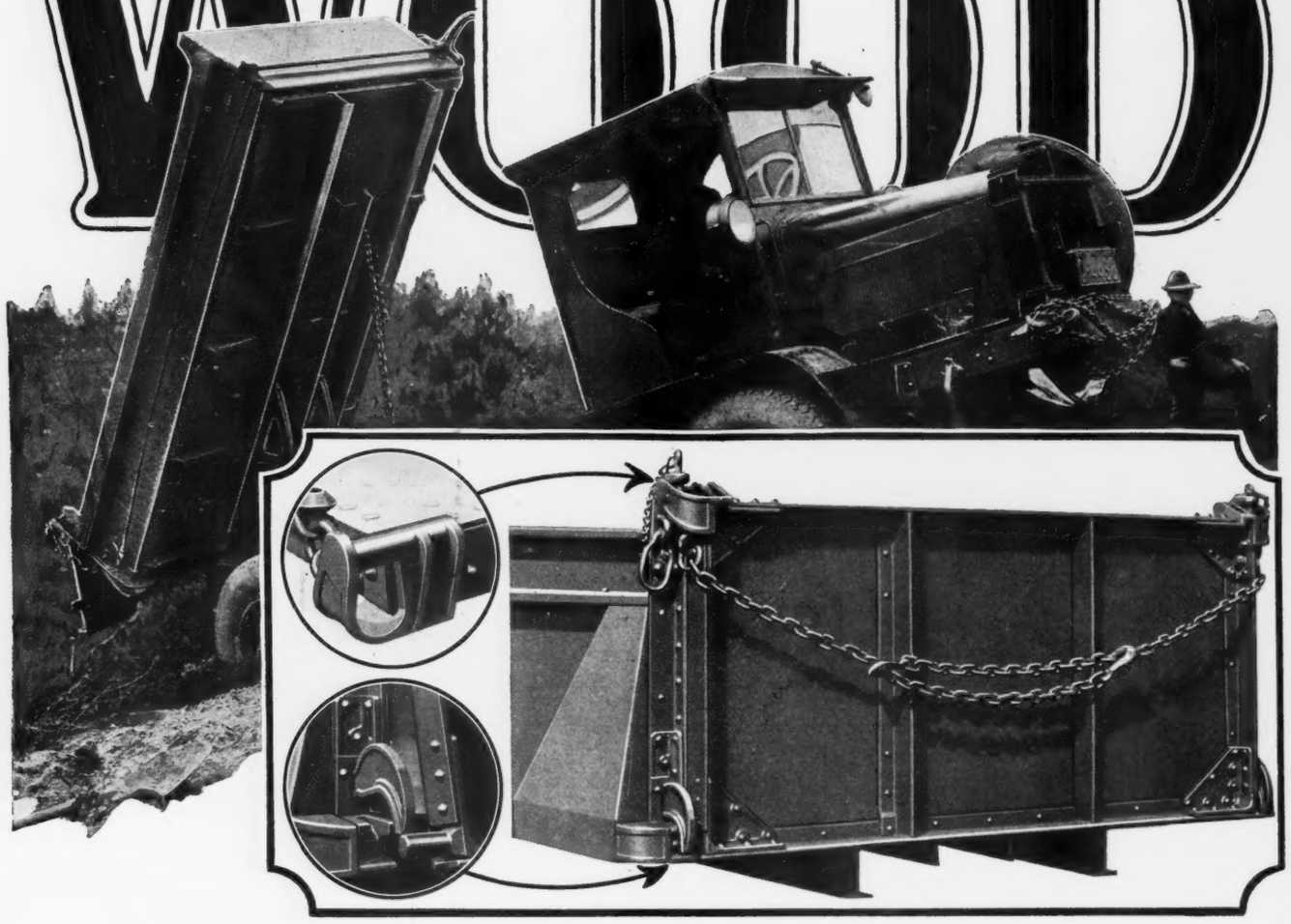
STRENGTH
LIGHT WEIGHT
TIRE ECONOMY

# Dayton

**The Mark of a Good Wheel**

DURABILITY
ACCESSIBILITY
APPEARANCE

# WOOD



# HOISTS-BODIES

Since the dump body carries the Pay Load a good body is as essential as a good hoist. A twisted Tailgate, broken latch or hinge decreases the earning power of the *entire* dumping unit.

The rugged, in-built features of Wood construction, shown above in W-12 type body, guarantee continuous service under the most severe usage.

The Wood line is complete. It includes the correct type and capacity of dump body for every purpose and requirement, and a hoist for every make, model and capacity of motor truck.

***Complete information upon request.***

## Wood Hydraulic Hoist & Body Company

**World's Largest Builder of Truck Dumping Equipment**

**DETROIT, U. S. A.**

SPEEDING THE PROGRESS OF THE WORLD

Axle production facilities to meet the schedules of the largest truck manufacturers is one reason Clark Axles are found on the better grade trucks.

CLARK EQUIPMENT COMPANY
BUCHANAN - - MICHIGAN

# CLARK AXLES

The most modern wheel plant in America keeps pace with the production schedules of the larger truck manufacturers. Large batteries of latest designed automatic wheel machines produce a Clark Truck Wheel every thirty seconds when running at capacity.

CLARK EQUIPMENT CO.
BUCHANAN MICHIGAN

# CLARK

## TRUCK WHEELS

*with Strength of Steel*

# Commercial Car Specifications—Corrected Monthly

**The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars**

**Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name**

**For Motor Bus Chassis See Pages 46 and 47**

*(Where prices are not given it is because we have been unable to get them from authoritative sources)*

Key of abbreviations, page 48

| Trade Name and Model | General | | | | | Engine | | | | | | | | Electrical System | | Clutch | Gearset | | | Universals (Make) | Rear Axle | | | Gear Ratios | | Brakes, Location | Front Axle Make and Model | Steering Gear (Make) | Standard Wheelbase | | Chassis Weight (lbs.) (stripped) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Chassis Price | Standard Wheelbase (inches) | Maximum Wheelbase furnished | Tire Size: Front (inches) | Tire Size: Rear (inches) | Make and Model | Number of Cylinders Bore and Stroke | N.A.C.C. Rated H.P. | Valve Arrangement | Oiling System | Governor (Make) | Radiator (Make) | Fuel System: Carburetor (Make) | Fuel System: Fuel Feed | Ignition System (Make) | Generator and Starter (Make) | Type and Make | Make and Model | Location | No. of Forward Speeds | | Make and Model | Final Drive | Type | Total Reduction in High | Total Reduction in Low | | | | Cab to rear of frame | Cab to rear axle | |
| **1000 Pounds** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet Nat. Com | 395 | 107 | 107 | S 30x4.50 | S 30x4.50 | Own | 4-3 1/16x4 | 21.7 | H | PS | Non | Har | Car | V | D-R | D-R | P. Own | Own Nat. | U | 3 | Own | Own Nat. | S | 1/2 | 4.18 | 13.88 | E* | Own Nat. | Own | | | 1695 |
| Durant Com. Ch | 497 | 107 | | B 28x4.75 | B 28x4.75 | Con | 4-3 3/8x4 1/4 | 18.2 | L | PC | Non | Fed | Til | V | A-L | A-L | P. Own | Own | A | 3 | Spi | Own | S | 1/2 | 4.87 | 16.16 | E* | Own | Own | | | 1650 |
| Erskine | 650 | 107 | | P 30x5 | P 30x5 | Con 9F | 6-2 3/4x4 1/2 | 18.2 | L | PC | Non | Lon | Sch | V | D-R | D-R | D. Lon | Tim | U | 3 | Spi | Tim | B | 1/2 | 5.12 | 15.7 | G* | Tim | Gem | | | 1894 |
| General Motors T-11 | 585 | 110 | | B 29x4.75 | B 29x4.75 | Pontiac | 6-3 1/4x3 3/4 | 25.3 | L | PC | Non | Lon | Car | V | D-R | D-R | P. Own | Own | U | 3 | Own | Own | S | 1/2 | 4.18 | 13.92 | E* | Own | Jac | | | 1820 |
| *Graham Brothers SE | 665 | 110 | 110 | B 29x5.00 | B 29x5.00 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | McC | Ste | V | N-E | N-E | P. B&B | Dodge | U | 3 | Spi | Do lge | S | 1/2 | 4.45 | 15.23 | G* | Do lge | Gem | | | 1965 |
| *Graham Brothers SEW | 675 | 110 | 110 | B 31x5.25 | B 31x5.25 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | McC | Ste | V | N-E | N-E | P. B&B | Dodge | U | 3 | Spi | Do lge | S | 1/2 | 4.73 | 16.16 | G* | Do lge | Gem | | | 1995 |
| Reo Speed Wagon Jr. | 895 | 115 | | B 28x5.25 | B 28x5.25 | Con 16E | 6-3 3/8x4 | 27.3 | L | PC | Non | Har | Sch | V | N-E | N-E | P. B&B | W-G | U | 3 | Spi | Sal | S | 1/2 | 4.7 | 14.63 | E† | Sal | Ros | | | 2290 |
| **1500 Pounds** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Graham Brothers DF | 775 | 120 | 120 | B 31x5.25 | B 31x5.25 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | Fed | Ste | V | N-E | N-E | P. B&B | Dodge | U | 3 | Spi | Own | S | 1/2 | 4.73 | 16.16 | G† | Own | Ros | 75 1/4 | 39 3/4 | 2510 |
| *Graham Brothers, DEW | 790 | 120 | 120 | P 33x4 1/2 | P 33x4 1/2 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | Fed | Ste | V | N-E | N-E | P. B&B | Do lge | U | 3 | Spi | Own | S | 1/2 | 4.73 | 16.16 | G† | Own | Ros | 75 1/4 | 39 3/4 | 2535 |
| Int. Harvester Spec. Del | | 116 | 116 | B 30x5.25 | B 30x5.25 | Wau XA | 4-3 1/2x4 1/2 | 19.6 | L | PC | Non | Lon | Zen | G | D-R | D-R | Roc | M.M. | U | 3 | M-M | Eat 502 | S | 1/2 | 4.45 | 15.1 | B* | Eat 501F | D-G | 74 | 43 | 2060 |
| Rugby Fast Mail | 725 | 110 | | B 29x5.00 | B 29x5.00 | Con | 6-2 7/8x4 3/4 | 19.8 | L | PC | Non | Fed | Til | V | A-L | A-L | P. Own | Own | U | 3 | Spi | Own | S | 1/2 | 4.45 | 14.8 | E* | Own | Own | | | 1760 |
| Stewart Buddy | 895 | 118 | 118 | B 30x5.25 | B 30x5.25 | Con | 6-2 7/8x4 3/4 | 19.8 | L | PC | Non | Own | Str | G | D-R | D-R | D. Own | Own | U | 3 | Own | Own | S | 1/2 | 4.8 | 30.0 | A | Own | Gem | 77 1/16 | 40 1/16 | 2350 |
| Studebaker | 925 | 113 | | B 32x6.00 | B 32x6.00 | Own | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Str | O | D-R | D-R | P. Lon | Own | U | 3 | Spi | Own | S | 1/2 | 4.6 | 14.9 | G* | Own | Ros | | | 2590 |
| Velie | 1165 | 112 | 112 | B 30x5.25 | B 30x5.25 | Own | 6-3 1/16x4 1/4 | 24.4 | H | FP | | | Str | V | A-L | A-L | P. B&B | Roc | U | 3 | Cle | Own | S | 1/2 | 4.9 | | F | Own | Ros | 54 | 34 | 2352 |
| **1 Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Acme 14 | | 120 | | P 30x5 | P 30x5 | Con H8 | 4-3 3/8x4 1/4 | 18.2 | L | PC | Non | Per | Til | V | A-L | A-L | P. B&B | M.M. | U | 3 | M.M | Sal 1595E | S | 1/2 | 6.1 | 18.73 | B* | Sal SK267 | Ros | 90 | 55 | 2000 |
| Acme 16 | | 120 | | P 30x5 | P 30x5 | Con 20L | 6-2 3/4x4 3/4 | 18.2 | L | PC | Non | Per | Til | V | A-L | A-L | P. B&B | M.M. | U | 3 | M.M | Sal 1595E | S | 1/2 | 6.1 | 18.73 | B* | Sal SK267 | Ros | 90 | 55 | 2100 |
| Acorn 20P | 1185 | 132 | | B 32x6.00 | B 32x6.00 | Con 15C | 6-3 3/8x4 5/8 | 27.3 | L | PC | Non | Chi | Zen | G | A-L | A-L | D. Ful | Ful DU10 | U | 3 | Spi | | B | 1/2 | 4.5 | | | | Lav | | | 3500 |
| Biederman | | 138 | 130 | P 30x5 | P 30x5 | Con 8R | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Own | Zen | G | Del | A-L | D. B-L | B-L 31 | U | 3 | Spi | Cla | B | 1/2 | 5.5 | 27. | A† | Shu | Ros | 92 | | 3200 |
| *Chevrolet Cap | 495 | 124 | 124 | P 30x5 | P 30x5 | Own Cap | 4-3 1/16x4 | 21.7 | H | PS | Non | Har | Car | V | D-R | D-R | P. Own | Own Cap | U | 4 | Own | Own Cap. | S | 1/2 | 5.43 | 33.47 | E* | Own Cap. | Own | 82 7/8 | 48 | 2170 |
| §Chicago AX | | 121 1/2 | 121 1/2 | P 32x6 | P 32x6 | Wau XA | 4-3 1/2x4 1/2 | 19.6 | L | PC | Non | Chi | Zen | G | A-L | A-L | D. B-L | B-L 20 B | U | 3 | Pet | Tim 5260 | B | 1/2 | 5.71 | 19.07 | A | Tim 11600 | Ros | 84 1/2 | 47 1/2 | 2850 |
| Clydesdale 16 | | 140 | | P 34x5 | P 34x5 | Con S4 | 4-4 1/4x4 1/2 | 28.9 | L | FP | Non | Own | Zen | V | Bos-A | Bos-A | D. B-L | B-L 31 | U | 3 | Spi | Tim 5620 | B* | F | 6.43 | 30.86 | A | Tim 1250 | Ros | | | 3450 |
| Commerce 8A | | 130 | | P 30x5 | P 30x5 | Con 11U | 6-3 1/4x4 5/8 | 25.3 | L | PC | Non | Lon | Zen | V | D-R | D-R | P. Lon | Cov JUH | U | 3 | Blo | Cla B365 | B | 1/2 | 5.66 | 20.5 | A | Shu 310 | Ros | | | 2900 |
| Commerce 20Z | | 136 | | P 30x5 | P 30x5 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | P. B&B | Mun T23N | U | 3 | Spi | Col | S | F | 5.1 | 20.4 | E | Col | Han | | | 3400 |
| Concord K | 1750 | 130 | | P 30x5 | P 30x5 | Bud WTU | 4-3 3/4x5 1/8 | 22.5 | L | PC | Non | Own | Zen | V | A-L | A-L | D. Cov | Cov JUC | U | 3 | Blo | Col 54008 | B | 3/4 | 5.1 | 18.46 | A | Col 5307 | Ros | | | 2900 |
| *Day-Elder M | 1345 | 131 | 131 | P 30x5 | P 30x5 | Con 16C | 6-3 3/8x4 5/8 | 27.3 | L | FP | Non | G&O | Zen | V | D-R | D-R | D. Ful | Ful DU10 | U | 3 | Spi | Col 35006 | B | 1/2 | 5.57 | 23.9 | A | Col 1631 | Ros | 103 1/2 | 56 | 3100 |
| Denby 41 | | 128 | | P 34x5 | P 34x5 | Her O | 4-4x5 | 25.6 | L | PC | | Lon | Zen | G | A-L | A-L | D. Ful | Ful | U | 3 | U-P | Col 54005 | S | 3/4 | 5.8 | 23.2 | | Con | Ros | | | 3315 |
| Diamond T76 | | 130 | | P 30x5 | P 30x5 | Her OX | 4-4x5 | 25.6 | L | PC | Non | G&O | Zen | G | Apo | A-L† | D. Cov | Cov JUC | U | 3 | Spi | Col 54005 | B | 1/2 | 5.12 | 18.6 | A* | Col 5306 | Ros | | | 3240 |
| Diamond T150 | | 127 1/2 | | P 30x5 | P 30x5 | Con 18E | 6-3 3/8x4 | 27.3 | L | PC | Non | G&O | Zen | G | A-L | A-L | D. Cov | Cov | U | 3 | Spi | Col | S | 1/2 | 5.12 | 18.6 | G† | Col 3440 | Ros | | | |
| §Eagle 10 | | 130° | | P 30x5 | P 30x5 | Lyc CT | 4-3 3/4x5 | 22.5 | L | PC | Non | Own | Zen | G | A-L | A-L | D. Cov | Cov JUC | U | 3 | Pet | Col 350-3 | B | 1/2 | 5.12 | 18.8 | A* | Col 1631 | Ros | | | 3000 |
| *Federal F6 | | 124 | 136 | P 30x5 | P 30x5 | Con 34L | 6-2 7/8x4 3/4 | 19.8 | L | PC | Non | Lon | Zen | V | D-R | D-R | P. B&B | Own | U | 3 | Pet | Tim 5260 | B | 1/2 | 5.85 | 22.3 | A | Own | Gem | 91 | 51 | 2500 |
| Federal Scout | | 124 | 136 | P 30x5 | P 30x5 | Wau X | 4-3 1/2x4 1/2 | 19.6 | L | PC | Non | Lon | Zen | V | D-R | D-R | P. Lon | Own | U | 3 | Pet | Tim 5260 | B | 1/2 | 5.85 | 22.3 | A | Own | Gem | 91 | 51 | 2400 |
| Fisher Jr. Express | | 140 | 140 | P 30x5 | P 30x5 | Con 31L | 6-2 7/8x3 3/4 | 19.8 | L | FP | Non | Per | Ste | V | A-L | A-L | . Lon | M.M L U | U | 3 | Blo | Sal F | S | 1/2 | 6.1 | | A* | Sal F | Ros | 108 | 73 3/8 | 2500 |
| Garford 20Z | | 136 | | P 30x5 | P 30x5 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | P. B&B | Mun T23N | U | 3 | Spi | Col | S | F | 5.1 | 20.4 | E | Col | Han | | | 3400 |
| General Motors T-19 | 745 | 126 1/2 | | P 30x5 | P 30x5 | Pontiac | 6-3 1/4x3 3/4 | 25.3 | L | PC | Non | Lon | Car | P | D-R | D-R | | Own | U | 3 | Spi | Own | B | 1/2 | 5.43 | 37.33 | E* | Own | Jac | | | 2525 |
| General Motors T-20 | 1095 | 132° | | P 30x5 | P 30x5 | Buick Std. | 6-3 1/4x4 1/2 | 23.4 | H | PC | K-P | Lon | Mar | V | D-R | D-R | D. Own | Mun | U | 3 | U-M | Tim 5260 | B | 1/2 | 5.57 | 22.28 | A* | Tim 11600 | Ros | | | 2900 |
| Gotfredson 20B | | 131° | | P 30x5 | P 30x5 | Bud WTU | 4-3 3/4x5 1/8 | 22.5 | L | PC | Non | McC | Zen | V | D-R | D-R | P. B&B | B-L 20B | U | 3 | Spi | Cla B365 | B | 1/2 | 5.66 | 18.9 | B | Shu 5400 | Ros | | | 3000 |
| Gramm 263N | 1485 | 131° | | P 30x5 | P 32x6 | Lyc S | 6-3 1/4x4 1/2 | 25.3 | L | PC | Non | Own | Zen | G | A-L | A-L | D. Cov | Cov | U | 3 | Blo | Eat 1002 | S | 1/2 | 5.33 | 21.3 | A* | Col 5300 | Ros | | | 3585 |
| Gramm-Berstein 10 | | 129 | 146 | P 30x5 | P 30x5 | Lyc CT | 4-3 3/4x5 | 22.5 | L | PC | Non | Own | Zen | G | A-L | A-L | D. Mun | Mun T23 | U | 3 | Pic | Sal A | B | 3/4 | 5.85 | 23.08 | B* | Sal D | Ros | 97 | 57 5/8 | 3020 |
| Hahn SJ4 | | 138 | 138 | P 30x5 | P 30x5 | Her O | 4-4x5 | 25.6 | L | PC | Non | G&O | Zen | V | A-L | A-L | D. B-L | B-L 30 | U | 3 | Pet | Eat 1002 | S | 1/2 | 5.33 | 21.8 | A | Eat 750 | Ros | 103 | 63 1/2 | 3100 |
| Hahn SJ6 | | 138 | 144 | P 30x5 | P 30x5 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | G&O | Zen | V | A-L | A-L | D. B-L | B-L 30 | U | 3 | Pet | Eat 1002 | S | 1/2 | 5.33 | 21.8 | A | Eat 750 | Ros | 103 | 66 | 3200 |
| Indiana 200 | | 137 | 137 | P 30x5 | P 30x5 | Wis F | 6-3 1/4x4 1/4 | 25.3 | H | PC | Non | Lon | Zen | V | A-L | A-L | P. B&B | B-L 20A | U | 3 | Spi | Col 36000 | B | 1/2 | 4.7 | 19.9 | G* | Col 16000 | Ros | 96 | 56 | 3100 |
| *Int. Harv'tr 6 Sp. Spec. | | 124° | 124 | P 30x5 | P 30x5 | Wau XA | 4-3 1/2x4 1/2 | 19.6 | L | PC | Non | Lon | Zen | G | D-R | D-R | . Roc | M.M. | U | 3 | M.M. | Eat 1124* | S | 1/2 | 5.29 | 52.7 | B | Eat 501 F | D-G | 87 | 51 | 2215 |
| King Zeitler 22A | | 131 | | P 30x5 | P 30x5 | Con 31L | 6-2 7/8x4 3/4 | 19.8 | L | PC | Non | Chi | Zen | G | A-L | A-L | D. B-L | B-L 20 | U | 3 | Blo | Tim 5260 | S | 1/2 | 6.83 | 22.8 | A* | Shu 5400 | Ros | | | 3000 |
| Kissel | | 140 | | P 34x5 | P 34x5 | Own | 4-3 7/8x5 1/2 | 24.1 | L | SP | Non | McC | Str | V | D-R | D-R | D. W-L | W-G T38L | U | 3 | Spi | Tim 6258 | W | F | 5.16 | 18.88 | A* | Tim 1452 | Ros | | | 3780 |
| *Kleiber | 1450 | 140 | 140 | P 30x5 | P 30x5 | Con | 6-3 3/8x4 | 27.3 | L | PC | Non | Own | Str | G | D-R | D-R | D. B-L | B-L 20 | U | 3 | Spi | Tim 5260 | B | 1/2 | 5.36 | | B† | Tim 12307 | Ros | 100 | 64 | 3000 |
| *Larrabee A3 | | 133 | 145 | P 30x5 | P 30x5 | Con 12C | 6-3 1/4x4 5/8 | 25.3 | L | PC | Non | Fed | Zen | G | D-R | D-R | D. B-L | B-L | U | 3 | Spi | Col 1600 | B | 1/2 | 5.10 | 17.1 | | Col 35000 | Ros | 84 3/4 | 49 1/16 | 3100 |
| Luedinghaus | | 130 | 172 | P 30x5 | P 30x5 | Wau V | 4-4x5 | 25.6 | L | PC | Non | Own | Zen | G | Eis | A-L | D. Ful | Ful SU10 | U | 3 | | Wis 800G | W | 1/2 | | | A* | Shu 5410 | Ros | 120 | 72 | 2850 |

Key of abbreviations, page 48

| Trade Name and Model | General: Chassis Price | Standard Wheelbase (inches) | Maximum Wheelbase furnished | Tire Size: Front (inches) | Tire Size: Rear (inches) | Engine: Make and Model | Engine: Number of Cylinders Bore and Stroke | Engine: A.C.C. Rated H.P. | Engine: Valve Arrangement | Engine: Cooling System | Engine: Governor (Make) | Engine: Radiator (Make) | Fuel System: Carburetor (Make) | Fuel System: Fuel Feed | Electrical System: Ignition System (Make) | Electrical System: Generator and Starter (Make) | Clutch: Type and Make | Gearset: Make and Model | Gearset: Location | Gearset: No. of Forward Speeds | Universals (Make) | Rear Axle: Make and Model | Rear Axle: Final Drive | Rear Axle: Type | Gear Ratios: Total Reduction in High | Gear Ratios: Total Reduction in Low | Brakes, Location | Front Axle Make and Model | Steering Gear (Make) | Standard Wheelbase: Cab to rear of frame | Standard Wheelbase: Cab to rear axle | Chassis Weight (lbs.) (stripped) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1 Ton—Cont'd** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reo DA | 995 | 123 | | P 30x5 | P 30x5 | Con 16E | 6-3 3/8x4 | 27.3 | L | PC | Non | Har | Sch | V | N-E | N-E | P. B&B | W-G | U | 3 | Pet | Own | S | 1/2 | 5.22 | 18.47 | E† | Own | Ros | 85 23/24 | 44 23/24 | 2755 |
| Reo DC | 1075 | 138 | | P 30x5 | P 30x5 | Con 16E | 6-3 3/8x4 | 27.3 | L | PC | Non | Har | Sch | V | N-E | N-E | P. B&B | W-G | U | 3 | Pet | Own | S | 1/2 | 5.22 | 18.47 | E† | Own | Ros | 99 1/16 | 59 1/16 | 2850 |
| Rugby Exp | 975 | 128 | | P 30x5 | P 30x5 | Con | 6-2 3/4x4 3/4 | 18.2 | L | PC | Non | Fed | Til | V | A-L | A-L | P. Own | Own | A | 4 | Spi | Sal | S | 1/2 | 5.39 | 22.4 | E* | Sal | Gem | | | 2510 |
| Sandow G | | 120 | | S 33x5 | S 33x5 | Her OX | 4-4x5 | 25.6 | L | PS | Non | Chi | Str | G | Eis | Non | D. Ful | Ful TU3/4 | U | 3 | Spi | She | W | 1/2 | 5.5 | 23.4 | A | Shu 310 | Ros | | | 3000 |
| Sandow GA | | 130 | | S 32x6 | S 32x6 | Her OX | 4-4x5 | 25.6 | L | PC | Non | Own | Str | G | Bos-A | A-L | D. Ful | Ful TU3/4 | U | 3 | Spi | She | S | 1/2 | 5.5 | 15.6 | A | She 310 | Lav | | | 3000 |
| Selden 17 | | 142 | 142 | P 30x5 | P 30x5 | Con 18E | 6-3 3/8x4 | 27.3 | L | PC | Non | Own | Str | V | D-R | D-R | P. B&B | W-G | U | 3 | Blo | Col | B | 1/2 | 5.1 | | E* | Col | Ros | 110 | 66 | 3750 |
| Service 20Z | | 136 | | P 30x5 | P 30x5 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | P. B&B | Mun T23N | U | 3 | Spi | Col | S | F | 5.1 | 20.4 | E | Col | Han | | | 3400 |
| Stewart Buddy | 995 | 128 | 128 | P 30x5 | P 30x5 | Con | 6-2 7/8x4 3/4 | 19.8 | L | PC | Non | Fed | Str | G | D-R | D-R | D. W-G | W-G | U | 3 | Spi | Sal | S | 1/2 | 5.57 | 17.1 | G | Own | Gem | 89 5/16 | 50 3/4 | 2773 |
| United 16 | | 122 1/2 | | P 32x4 1/2 | P 32x4 1/2 | Wau X | 4-3 1/2x4 1/2 | 19.6 | L | PC | Non | Per | Zen | V | A-L | A-L | P. B&B | W-G | U | 3 | Blo | Cla B365 | B | 1/2 | 5.66 | 17.93 | B* | Shu 5400 | Ros | 96 | 57 | 2400 |
| *United 16C | | 122 1/4 | | P 32x4 1/2 | P 32x4 1/2 | Cen 20L | 6-2 3/4x4 3/4 | 18.2 | L | PC | Non | Per | Til | V | A-L | A-L | P. B&B | W-G | U | 3 | Blo | Cla B-365 | B | 1/2 | 5.66 | 17.63 | B* | Shu 5400 | Ros | 94 | 55 | 2500 |
| §U. S. U | 1850 | 138 | 162 | P 34x5 | P 34x5 | Bud WTU | 4-3 3/4x5 1/8 | 22.5 | L | PC | Non | Own | Str | V | A-L | A-L | D. B-L | B-L 31 | U | 3 | Blo | Cla B-501 | B | 1/2 | 6.25 | 30.0 | A* | Shu 350 | Lav | 108 | 70 | 3400 |
| Wachusett S | | 152 | 152 | S 34x5 | S 34x5 | Con 8R | 4-3 3/4x5 1/8 | 27.3 | L | PC | Non | G&O | Zen | V | Bos-A | Bos-A | D. B-L | B-L 30 | U | 3 | Spi | Tim 5511 | W | 3/4 | 5.5 | 22.5 | | Tim 1250 | Ros | 120 | 84 | 3300 |
| White 15B | 1545 | 133 1/2° | 150 | P 30x5 | P 30x5 | Own GKA | 4-3 3/4x5 1/8 | 22.5 | L | PG | Non | Own | Zen | V | L-N | L-N | P. Own | Own 15 | A | 4 | Spi | Own 15B | S | 1/2 | 5.36 | 18.6 | A* | Own 15 | Own | 967/8 | 573/8 | 3242 |
| Willys Knight T-100 | | 130 | 130 | P 30x5 | P 30x5 | Own | 6-2 1/16x3 7/8 | 20.7 | X | FP | Non | Own | Til | V | A-L | A-L | P. B&B | Own | U | 3 | M.M. | Tim 5260 | S | 1/2 | 6.14 | 26.22 | E* | Own | Own | 91 | 51 | 2700 |
| **1¼ Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Atterbury 26B | | 132 | 132 | P 30x5 | P 30x5 | Lyc S | 6-3 1/4x4 1/2 | 25.3 | L | PC | Non | Fed | Zen | G | A-L | A-L | D. B-L | B-L | U | 3 | Blo | Cla | B | 1/2 | 5.6 | 18.7 | A* | Shu | Gem | 98 1/2 | 55 | 3350 |
| Biederman | | 154 | 154 | P 32x6 | P 32x6 | Con 8R | 6-3 3/8 4 1/4 | 27.3 | L | PC | Han | Own | Zen | G | D-R | A-L | D. B-L | B-L 31 | U | 3 | Spi | Cla | B | 1/2 | 7.2 | 35.0 | A* | Shu | Ros | 104 | | 3600 |
| Brockway Junior | | 130 | 130 | P 30x5 | P 30x5 | Wis C | 4-3 3/4x5 | 22.5 | L | PC | Non | G&O | Zen | V | A-L | A-L | P. B&B | B-L 20 | U | 3 | Spi | Col 36001 | B | 1/2 | 5.12 | 20.84 | J* | Col 3004 | Ros | 96 | 56 | 3100 |
| Brockway JF | | 137 | | P 30x5 | P 30x5 | Wis F | 6-3 1/4x4 1/4 | 25.3 | H | PC | Non | G&O | Zen | V | A-L | A-L | P. B&B | B-L 20 | U | 3 | Spi | Col 36001 | B | 1/2 | 5.12 | 20.84 | G* | Col 5402 | Ros | | | 3450 |
| *Clinton 20B | | 153 | Opt. | P 30x5 | P 30x5 | Bud WTU | 4-3 3/4x5 1/8 | 22.5 | L | PC | Non | Own | Zen | V | Spl | D-R | D. B-L | B-L 31 | U | 3 | Blo | Cla B501 | B | 1/2 | 6.28 | 29.5 | A* | Shu 5405 | Ros | Opt. | Opt. | 3750 |
| Clydesdale 10A | | 154° | | P 34x5 | P 34x5 | Con S4 | 4-4 1/4x4 1/2 | 28.9 | L | FP | Non | Own | Zen | V | Bos-A | Bos-A | D. B-L | B-L 31 | U | 3 | Spi | Tim 6258 | W | 1/2 | 6.75 | 32.4 | A* | Tim 1250 | Ros | | | 3250 |
| Commerce 25Z | | 136 | | P 32x6 | P 32x6 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | P. B&B | Mun T23N | U | 3 | Spi | Col | S | F | 5.1 | 20.4 | E | Col | Han | | | 3550 |
| Concord KX6 | | 160 | | P 32x6 | P 32x6 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Own | Zen | V | A-L | A-L | D. Cov | Cov JUC | U | 3 | Blo | Col 54008 | S | F | 5.1 | 18.46 | A | Col 5307 | Ros | | | 3500 |
| Corbitt 620 | | 135 | 150 | P 30x5 | P 30x5 | Con 18E | 6-3 3/8x4 | 27.3 | L | FP | Non | Per | Zen | V | D-R | D-R | D. B-L | B-L 20 | U | 4 | Spi | Tim 5260H | S | 1/2 | 5.57 | 22.86 | G† | Tim 11703H | Ros | 108 | 64 | 3350 |
| Defiance F1 | | 130 | 150 | P 30x5 | P 30x5 | Con 18E | 6-3 3/8x4 | 27.3 | | PC | Non | | Zen | | A-L | A-L | Ful | Ful DU 10 | U | 3 | Har | Col 35003 | B | | 5.57 | | A* | Shu 350 | Gem | 95 1/4 | 59 1/2 | 2950 |
| Diamond T77 | | 138 1/2° | | P 30x5 | P 30x5 | Her WXA | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | G&O | Zen | G | A-L | A-L | D. Cov | Cov | U | 3 | Spi | Col | S | 1/2 | 5.12 | 18.6 | G† | Col | Ros | | | 3540 |
| Garford 25Z | | 136 | | P 32x6 | P 32x6 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | P. B&B | Mun T23N | U | 3 | Spi | Col | S | F | 5.1 | 20.4 | E | Col | Han | | | 3550 |
| Graham Brothers BE | 995 | 130 | 130 | P 30x5 | P 30x5 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | Fed | Ste | V | N-E | N-E | P. B&B | W-G | U | 4 | U-P | Own | S | 1/2 | 5.1 | 23.76 | G† | Own | Ros | 85 3/4 | 49 3/4 | 2920 |
| *Graham Brothers, BEW | 1030 | 130 | 130 | P 33x5 | P 33x5 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | Fed | Ste | V | N-E | N-E | P. B&B | W-G | U | 4 | U-P | Own | S | 1/2 | 5.67 | 26.40 | G† | Own | Ros | 85 3/4 | 49 3/4 | 2950 |
| *Graham Brothers IE | 1065 | 140 | 140 | P 30x5 | P 30x5 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | Fed | Ste | V | N-E | B-E | P. B&B | W-G | U | 4 | U-P | Own | S | 1/2 | 5.1 | 23.76 | G† | Own | Ros | 95 3/4 | 59 3/4 | 2955 |
| *Graham Brothers IEW | 1100 | 140 | 140 | P 33x5 | P 33x5 | Dodge | 6-3 3/8x3 7/8 | 27.3 | L | PC | Non | Fed | Ste | V | N-E | N-E | P. B&B | W-G | U | 4 | U-P | Own | S | 1/2 | 5.67 | 26.40 | G† | Own | Ros | 95 3/4 | 59 3/4 | 2985 |
| Gramm 263 N | 1485 | 133° | | P 30x5 | P 32x6 | Lyc S | 6-3 1/4x4 1/2 | 25.3 | L | PC | Non | Own | Zen | G | A-L | A-L | D. Cov | Cov | U | 3 | Blo | Eat 1002 | S | 1/2 | 5.33 | 21.3 | A* | Col 5300 | Ros | | | 3585 |
| Gramm-Bernstein 10 | | 129 | 146 | P 30x5 | P 30x5 | Lyc CT | 4-3 3/4x5 | 22.5 | L | PC | Non | Own | Zen | G | A-L | A-L | D. Mun | Mun T23 | U | 3 | Pic | Sal A | B | 3/4 | 5.85 | 23.4 | B* | Sal D | Ros | 97 | 57 3/8 | 3020 |
| Indiana 11X | | 120 | 120 | P 30x5 | P 30x5 | Her OX | 4-4x5 | 25.6 | L | PC | Non | MeC | Str | G | A-L | A-L | P. B-L | B-L 31 | U | 3 | Spi | Cla B365 | S | 1/2 | 5.1 | 24.48 | A | Shu 5405 | Ros | 52 3/8 | 44 13/16 | 3300 |
| Indiana 11 | | 129 1/2° | 165 1/2 | P 30x5 | P 30x5 | Her OX | 4-4x5 | 25.6 | L | PC | Non | MeC | Str | G | A-L | A-L | P. B&B | B-L 31 | U | 3 | Spi | Cla B365 | S | 1/2 | 5.1 | 24.48 | A | Shu 5405 | Ros | 99 | 54 5/16 | 3300 |
| Indiana 611 | | 133° | 169 3/32 | P 30x5 | P 30x5 | Con 15C | 6-3 3/8x4 5/8 | 27.3 | L | PC | Non | MeC | Str | G | A-L | A-L | P. B&B | B-L 31 | U | 3 | Spi | Cla B365 | B | 1/2 | 5.1 | 24.48 | A | Shu 5405 | Ros | 95 1/2 | 54 1/16 | 3675 |
| Int. Harvester S-24 | | 130 | 134 | P 32x4 1/2 | P 32x4 1/2 | Lyc CT | 4-3 3/4x5 | 22.5 | L | PC | Non | Lon | Zen | G | D-R | D-R | P. Lon | Own | U | 3 | M.M | Eat | S | 1/2 | 5.33 | 21.3 | A* | Own | CAS | 94 | 52 | 3050 |
| Int. Harvester S-26 | | 130 | 134 | P 32x4 1/2 | P 32x4 1/2 | Lyc 4SL | 6-3 1/4x4 1/2 | 25.3 | L | PC | Non | Lon | Zen | G | D-R | D-R | P. Lon | Own | U | 3 | M.M. | Eat | S | 1/2 | 5.33 | 21.3 | A* | Own | CAS | 94 | 52 | 3030 |
| Maccar 36 | | 140 | 154 | P 30x5 | P 30x5 | Bud HS | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | D-R | D-R | D. B-L | B-L 51 | U | 3 | Spi | Eat 1002 | B | 1/2 | 5.66 | 27.2 | A* | Shu 5405 | Ros | 107 3/4 | 68 7/8 | 3700 |
| Master 11 | | 132 | | P 35x5 | P 35x5 | Bud WTU | 4-3 3/4x5 1/8 | 22.5 | L | PC | Non | Chi | Zen | G | Bos-A | Bos-A | D. Ful | Ful SU | U | 3 | Spi | Cla | S | 1/2 | 5.5 | 22.0 | A* | Tim | Ros | | | 3000 |
| Republic 75-6 | | 128 1/2 | | P 35x5 | P 35x5 | Lyc 4SL | 6-3 1/4x4 1/2 | 25.3 | L | PC | Non | Own | Zen | V | A-L | A-L | D. Ful | Ful | U | 3 | U-M | Eat | B | 1/2 | 5.33 | 21.3 | A* | Eat | Han | 98 | 53 1/4 | 3150 |
| Republic 75 | | 124° | | P 30x5 | P 30x5 | Lyc CT | 4-3 3/4x5 | 22.5 | L | PC | Non | Own | Zen | V | A-L | A-L | D. Ful | Ful | U | 3 | U-M | Eat | B | 1/2 | 5.33 | 21.3 | A* | Eat | Han | 98 | 53 1/4 | 3000 |
| Sanford S | | 188 | 120 | P 30x5 | P 30x5 | Con | 6-2 7/8x4 3/4 | 19.7 | | FP | Non | | Str | P | | | D. B-L | B-L | U | 3 | | | B | | | | E | | | 71 1/2 | 33 | |
| Selden Pacemaker 25 | | 142° | | S 30x5 | S 30x5 | Con S4 | 4-4 1/4x4 1/2 | 28.9 | L | PC | Non | Own | Str | G | D-R | D-R | D. B-L | B-L 31 | U | 3 | | Cla | B | 1/2 | | | A* | Shu | Ros | | | 4300 |
| Selden Pacemaker 27 | | 142° | | S 30x5 | S 30x5 | Con C15 | 6-3 3/8x5 1/8 | 27.3 | L | PC | Non | Own | Str | G | D-R | D-R | D. B-L | B-L 31 | U | 3 | | Cla | B | 1/2 | | | A* | Shu | Ros | | | 4300 |
| Service 25Z | | 136 | | P 32x6 | P 32x6 | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | P. B&B | Mun T23N | U | 3 | Spi | Col | S | F | 5.1 | 20.4 | E | Col | Han | | | 3550 |
| Stewart 16 | 1295 | 130 | 145 | P 32x6 | P 32x6 | Lyc CT | 4-3 3/4x5 | 22.5 | L | FP | Non | Own | Str | G | D-R | D-R‡ | D. Ful | Ful SU-1 | U | 3 | Spi | Cla B-365 | S | 3/4 | 5.10 | 24.0 | G | Col 3008 | Gem | 95 1/4 | 48 5/8 | 2680 |
| Stewart 16X | 1295 | 130 | 145 | P 32x6 | P 32x6 | Lyc | 6-3 1/4x4 1/2 | 25.3 | L | FP | Non | Own | Str | G | D-R | D-R | D. Ful | Ful | U | 3 | | Cla | S | 1/2 | 5.1 | 24.0 | G | | Gem | 94 3/4 | 48 5/8 | 3050 |
| United 20 | | 128 | 148 | P 30x5 | P 30x5 | Her OX | 4-4x5 | 25.6 | L | PC | Non | Per | Zen | G | A-L | A-L | D. B-L | B-L 20B | U | 3 | Blo | Cla B-365 | B | 1/2 | 5.66 | 17.00 | A | Shu 5400 | Ros | 95 5/8 | 52 3/8 | 3148 |
| United 20C6 | | 128 | 148 | P 30x5 | P 30x5 | Con 12C | 6-3 1/4x5 | 25.3 | L | PC | Non | Per | Zen | V | A-L | A-L | D. B-L | B-L 20B | U | 3 | Blo | Cla B-365 | B | 1/2 | 5.66 | 17.00 | A | Shu 5400 | Ros | 91 3/4 | 48 1/2 | 2900 |
| Victor 25 | | 131 | | P 30x5 | P 30x5 | Con | 6-2 7/8x4 3/4 | 19.8 | L | PC | Non | Lon | Zen | V | A-L | A-L | D. Cov | Cov JUC | U | 3 | Pic | Col 54000 | S | 3/4 | 5.1 | 20.4 | B | Col 5410 | Ros | | | 3000 |
| White 57 | 2725 | 146° | 157 1/2 | P 32x6 | P 32x6 | Own GRC | 4-4x5 3/4 | 25.6 | L | FP | Own | Own | Zen | V | L-N | L-N | P. Own | Own GRBB | U | 4 | Spi | Own 57 | S | 1/2 | 4.67 | 19.3 | A* | Own 57 | Own | 1007/8 | 627/8 | 3774 |
| Woods 20B6 | | 129 | 129 | P 30x5 | P 30x5 | Con 31L | 6-2 7/8x4 3/4 | 19.8 | L | PC | Non | Per | Zen | V | D-R | D-R | D. B-L | B-L | U | 3 | Blo | Tim | S | 1/2 | 5.57 | | A* | Shu | Ros | 90 | 53 | 3050 |
| **1½ Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Acme 24 | | 136 | 156 | P 30x5 | P 30x5 | Con S4 | 4-4 1/4x4 1/2 | 28.9 | L | FP | Non | Per | Zen | V | A-L | A-L | D. B-L | B-L 31 | U | 3 | Blo | Col 54010 | S | F | 5.85 | 23.4 | A* | Col 5400 | Ros | 108 5/8 | 62 5/8 | 3450 |
| Acorn 30 | 2300 | 144 | | S 34x4 | S 34x6 | Con S4 | 4-4 1/4x4 1/2 | 28.9 | L | PC | Non | Chi | Zen | G | A-L | | D. Ful | Ful SU 12 | U | 3 | Spi | Cla B720 | S | 1/2 | Opt. | Opt. | A | Shu 250 | Ros | | | 4400 |
| Acorn 30-P | 2300 | 144 | | P 30x5 | DP30x5 | Con 15C | 6-3 3/8x4 5/8 | 27.3 | L | PC | Non | Chi | Zen | G | A-L | A-L | D. Ful | Ful SU 12 | U | 3 | Spi | Cla B365 | S | 1/2 | Opt | Opt | A | Shu 350 | Ros | | | |
| Amer. LaFrance Chief | 2850 | Opt | Opt. | P 32x6 | DP32x6 | Bud DW6 | 6-3 3/4x5 | 33.7 | L | PC | Bud | G&O | Zen | V | D-R | D-R | P. B&B | Ful G7 | A | 4 | Spi | Tim 63702 | W | F | 6.5 | 31.2 | E* | Tim 14703 | Ros | Opt | Opt | 5600 |
| *§Armleder 30 | | 148° | 187 | S 34x4‡ | S 34x6‡ | Her OX | 4-4x5 | 25.6 | L | PC | Non | Lon | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Spi | Tim | W | 1/2 | 7.25 | 39.0 | A* | Tim | Ros | 121 | 71 5/8 | 4400 |
| *Armleder 30B | | 150° | 188 | S 34x4‡ | S 34x6‡ | Bud KBU-1 | 4-4x5 1/4 | 25.6 | L | PC | Non | Lon | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Spi | Tim | W | 1/2 | 7.25 | 39.0 | A* | Tim | Ros | 121 | 71 5/8 | 4400 |
| *Armleder 30-6 | | 153° | 192 | S 34x4‡ | S 34x6‡ | Bud HS6 | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Spi | Tim | W | 1/2 | 7.25 | 39.0 | A* | Tim | Ros | 121 | 71 3/8 | 4500 |
| Atterbury 26G4 | | 145 | 160 | P 30x5 | DP30x5 | Lyc C4 | 4-4x5 | 25.6 | L | PC | Non | Fed | Zen | G | A-L | A-L | D. B-L | B-L | U | 4 | Spi | Tim | B | F | 6.4 | 21.4 | A* | Shu | Gem | 120 | 68 | 3900 |
| Atterbury 26G6 | | 145 | 160 | P 30x5 | DP30x5 | Lyc 4S | 6-3 1/4x4 1/2 | 25.3 | L | PC | Non | Fed | Zen | G | A-L | A-L | D. B-L | B-L | U | 4 | Spi | Tim | B | F | 6.4 | 21.4 | A* | Shu | Gem | 120 | 68 | 3900 |
| Autocar A | | 142• | 166 | P 32x6 | P 32x6 | Own A | 4-4x5 1/2 | 25.6 | L | SP | Non | G&O | Str | V | L-N | L-N | P. Lon | B-L 31 | U | 3 | Spi | Tim 5623-BX | S | W | 1/2 | 6.43 | 30.62 | E* | Tim 14703BX | Han | 114 | 62 5/8 | 3900 |
| Biederman | | 166° | 170 | S 34x5 | S 34x8 | Con 8R | 6-3 3/8x4 1/2 | 27.3 | L | PC | Non | Own | Zen | G | D-R | D-R | D. B-L | B-L 31 | U | 3 | Spi | Tim | W | 1/2 | 7.75 | 38.0 | A* | Shu | Ros | 140 | | 4600 |
| Brockway CJB | | 142 | 142 | P 32x6 | P 32x6 | Wis C | 4-3 3/4x5 | 22.5 | L | PC | Non | G&O | Zen | V | A-L | A-L | P. B&B | B-L 20 | U | 3 | Spi | Col 36001 | B | 1/2 | 5.12 | 20.84 | G*- | Col 3204 | Ros | 111 | 68 | 3400 |

Brockway F

| | | |

Key of abbreviations, page 48

| Trade Name and Model | General | | | | | Engine | | | | | | | | Electrical System | | Clutch | Gearset | | | Universals (Make) | Rear Axle | | | Gear Ratios | | Brakes, Location | Front Axle Make and Model | Steering Gear (Make) | Standard Wheelbase | | Chassis Weight (lbs.) (stripped) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Chassis Price | Standard Wheelbase (inches) | Maximum Wheelbase furnished | Tire Size: Front (inches) | Tire Size: Rear (inches) | Make and Model | Number of Cylinders Bore and Stroke | N.A.C.C. Rated H.P. | Valve Arrangement | Oiling System | Governor (Make) | Radiator (Make) | Fuel System: Carburetor (Make) | Fuel System: Fuel Feed | Ignition System (Make) | Generator and Starter (Make) | Type and Make | Make and Model | Location | No. of Forward Speeds | | Make and Model | Final Drive | Type | Total Reduction in High | Total Reduction in Low | | | | Cab to rear of frame | Cab to rear axle | |
| **1½ Ton—Cont'd** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Victor 40 | .... | 135 | .... | S 34x4‡ | S 34x5‡ | Her O | 4-4x5 | 25.6 | L | PC | Non | Lon | Zen | G | Eis | | D. Cov | Cov JUC | U | 3 | U-M | Wis 4600 | R | F | 6.1 | 24.0 | A | Shu 5410 | Ros | .... | .... | 4010 |
| Wachusett J | .... | 148 | 152 | S 36x6 | S 36x6 | Con J4 | 4-3¾x5 | 22.5 | L | FP | Non | G&O | Zen | V | Bos-A | Bos-A | D. B-L | B-L 35 | U | 4 | Spi | Tim 64600D | W | ¾ | 7.20 | 38.5 | * | Tim 15300 | Ros | 120 | 84 | 3300 |
| Wachusett K | .... | 154 | 170 | .... | .... | Con K4 | 4-4¼x5¼ | 27.2 | L | FP | Non | G&O | Zen | V | Bos-A | Bos-A | D. B-L | B-L 35 | U | 4 | Spi | Tim 6460 | W | F | 7.75 | 41.5 | * | Tim 1520 | Ros | 144 | 102 | 4800 |
| Willys Knight 15 | .... | 134 | 165 | P 30x5 | P 32x6 | Own | 6-2⅛x4⅝ | 20.7 | X | FP | Han | Own | Til | V | A-L | A-L | P. B&B | Ful DU | U | 3 | Blo | Eat 1002 | S | ½ | 5.66 | 24.3 | E* | Own | Ros | 96 | 56⅜ | 3300 |
| White 20A | 2125 | 145½° | 168 | P 34x5 | DP34x5 | Own GKA | 4-3¾x5½ | 22.5 | L | PG | Non | Own | Zen | V | L-N | L-N | P. Own | Own 20A | A | 4 | Spi | Own 20A | R | ½ | 9.25 | 32.1 | A* | Own 20A | Own | 106⅞ | 69¾ | 4412 |
| Witt-Will NN | 2850 | 144 | 172 | S 36x4 | S 36x7 | Con S4 | 4-4¼x5½ | 28.9 | L | PC | Non | Own | Zen | V | Eis | D-R | D. B-L | B-L 35 | U | 4 | Spi | Tim 64600D | W | ½ | 7.25 | 30.3 | A* | Tim 15300 | Ros | 136⅛ | 79⅛ | 4300 |
| World D-8 | .... | 148½ | 178½ | P 30x5 | DP30x5 | Con 15S | 8-3x4¾ | 28.8 | L | PC | Non | Mod | Zen | V | A-L. | A-L. | P. B&B | Mun T-23 | U | 3 | Blo | Tim 5620 | S | F | 6.43 | 25.72 | A | Shu 5405 | Han | 118 | 70 | 3480 |
| **1¾ Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Graham Bros ME | 1345 | 150 | 150 | P 32x6 | P 32x6 | Dodge | 6-3⅜x3⅞ | 27.3 | L | PC | Han | Fed | Ste | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 5.67 | 36.83 | G† | Own | Ros | 106¾ | 69¾ | 3695 |
| Graham Bros MER | 1380 | 150 | 150 | P 32x6 | DP32x6 | Dodge | 6-3⅜x3⅞ | 27.3 | L | PC | Han | Fed | Ste | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 6.38 | 41.44 | G† | Own | Ros | 106¾ | 69¾ | 3740 |
| Graham Bros. MEW | 1325 | 150 | 150 | P 34x5 | P 36x6 | Dodge | 6-3⅜x3⅞ | 27.3 | L | PC | Han | Fed | Ste | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 5.67 | 36.83 | G† | Own | Ros | 106¾ | 69¾ | 3740 |
| Graham Bros. LE | 1415 | 165 | 165 | P 32x6 | P 32x6 | Dodge | 6-3⅜x3⅞ | 27.3 | L | PC | Han | Fed | Ste | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 5.67 | 36.83 | G† | Own | Ros | 132¾ | 84¾ | 3810 |
| Graham Bros. LER | 1450 | 165 | 165 | P 32x6 | DP32x6 | Dodge | 6-3⅜x3⅞ | 27.3 | L | PC | Han | Fed | Ste | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 5.67 | 36.83 | G† | Own | Ros | 132¾ | 84¾ | 3855 |
| Graham Bros. LEW | 1395 | 165 | 165 | P 34x5 | P 36x6 | Dodge | 6-3⅜x3⅞ | 27.3 | L | PC | Han | Fed | Ste | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 6.38 | 41 44 | G† | Own | Ros | 132¾ | 84¾ | 3855 |
| **2 Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Acme 44 | .... | 150 | 162 | P 32x6 | P 32x6 | Con S4 | 4-4¼x4½ | 28.9 | L | FP | Non | Per | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Blo | Tim 63500 | W | F | 6.25 | 30.0 | A* | Tim 14703 | Ros | 120⅝ | 73⅝ | 4000 |
| *Acme 46 | .... | 150 | 162 | P 32x6 | P 32x6 | Con 16C | 6-3¾x4⅝ | 25.4 | L | PC | Non | Per | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Blo | Tim 63500 | W | F | 7.33 | 35.3 | A* | Tim 14703 | Ros | 120⅝ | 73⅝ | 4000 |
| Acme 340 | .... | 156 | .... | P 32x6 | P 32x6 | Con S4 | 4-4¼x4½ | 28.9 | L | FP | Non | Per | Str | V | A-L | A-L | D. B-L | B-L 31 | U | 3 | Blo | Tim 5620 | B | .... | 6.16 | 29.6 | E | Col 5408 | Ros | 131⅝ | 80⅝ | 4100 |
| Acme 346 | .... | 156 | .... | P 32x6 | P 32x6 | Con 16C | 6-3⅜x4⅝ | 27.3 | L | PC | Non | Per | Str | V | A-L | A-L | D. B-L | B-L 31 | U | 3 | Blo | Tim 5620 | B | .... | 6.16 | 29.6 | E | Col 5408 | Ros | 131⅝ | 80⅝ | 4000 |
| Acorn 40 | 2500 | 144 | .... | S 36x4 | S 36x7 | Con S4 | 4-4¼x4½ | 28.9 | L | PC | Non | Chi | Zen | G | Bos-R | | D. Ful | Ful SU 12 | U | 3 | Spi | Cla B720 | S | ½ | Opt | Opt | A | Sbu 350 | Ros | .... | .... | 4600 |
| Acorn 40P | 2600 | 144 | .... | P 34x5 | DP34x5 | Con 15C | 6-3⅜x4⅝ | 27.3 | L | PC | Non | Chi | Zen | G | A-L | A-L | D. Ful | Ful SU 12 | U | 3 | Spi | Cla B720 | S | ½ | Opt | Opt | A | Sbu 350 | Ros | .... | .... | 4800 |
| American La France, 9R | .... | 156 | Opt. | P 32x6 | DP32x6 | Own DW6 | 6-3¾x5 | 33.7 | L | PC | Own | G&O | Zen | V | D-R | D-R | P. B&B | Own G7 | A | 4 | Spi | Tim 63-500BX | W | F | 5.00 | 24.0 | A* | Tim14703BX | Ros | Opt | Opt | 5100 |
| *Armleder 40 | .... | 149 | 187 | S 36x4 | S 36x8 | Her OX | 4-4x5 | 25.6 | L | PC | Non | Non | Lon | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Spi | Tim | W | F | 7.25 | 38.8 | A* | Tim | Ros | 121 | 72⅜ | 4800 |
| *Armleder 40-6 | .... | 154 | 200 | S 36x4 | S 36x8 | Bud HS | 6-3⅜x4½ | 27.3 | L | PC | Non | Lon | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Spi | Tim | W | F | 7.33 | 35.18 | E* | Tim | Ros | 121 | 72⅜ | 4800 |
| Autocar A | .... | 142° | 166 | S 34x4 | S 34x7 | Own A | 4-4x5½ | 25.6 | L | SP | Non | G&O | Str | V | L-N | L-N | P. Lon | B-L 31 | U | 3 | Spi | Tim 63000 | W | F | 7.33 | 35.18 | E* | Tim14703BX | CAS | 114 | 62⅝ | 3340 |
| Brockway EYW | .... | 156° | 164 | P 32x6 | DP32x6 | Wis Y | 6-3⅜x5 | 27.3 | H | PC | K.P. | G&O | Zen | V | Eis | L-N | D. B-L | B-L 35 | U | 4 | Spi | Wis 4610 | W | F | 7.33 | 35.18 | E* | Tim14703BX | CAS | 114 | 62⅝ | 3340 |
| Brockway S | .... | 142 | 164¼ | S 34x4‡ | S 34x8‡ | Wis SU | 4-4x5 | 25.6 | H | PC | K.P. | Bus | Zen | V | Eis | L-N | D. B-L | B-L 35 | U | 4 | Spi | Wis 4610 | R | F | 7.25 | 29.6 | B* | Tim 14700 | Ros | 129 | 76⅝ | 4690 |
| Brockway SY | .... | 150° | 178½ | P 32x6 | P 34x7 | Wis Y | 6-3⅜x5 | 27.3 | H | PC | K.P. | G&O | Zen | V | L-N | L-N | D. B-L | B-L 35 | U | 4 | Spi | Wis 4610 | R | F | 6.6 | 35 3 | G* | Col 5403 | Ros | 129 | 73 | 5145 |
| Brockway SY | .... | 150° | 178½ | S 32x6 | P 34x7 | Wis Y | 6-3⅜x5 | 27.3 | H | PC | K.P. | G&O | Zen | V | L-N | L-N | D. B-L | B-L 35 | U | 4 | Spi | Wis 4610 | R | F | 7.75 | 41.46 | A | Tim 14703 | Ros | 135 | 87 | 4670 |
| Chicago 20V | .... | 163° | 210¾ | S 34x4 | S 34x7 | Wau V | 4-4x5 | 25.6 | L | PC | Wau | Chi | Zen | G | Apo | A-L | D. B-L | B-L 31 | U | 3 | Pet | Tim 63500 | W | F | 7.75 | 41.46 | A | Tim 14703 | Ros | 135 | 87 | 4670 |
| Chicago 20XL | .... | 159½° | 220¾ | S 34x4 | S 34x7 | Wau XK | 6-3¾x4½ | 33.7 | L | PC | Non | Chi | Zen | G | Apo | A-L | D. B-L | B-L 35 | U | 4 | Pic | Tim 63500 | W | F | 7.75 | 41.5 | A | Tim 14703 | Ros | 121⅝ | 79¼ | 5180 |
| *§Clinton 45 | .... | 163 | Opt. | S 34x4‡ | DS34x4‡ | Bud KTU | 4-4x5¼ | 25.6 | L | PC | Wau | Own | Zen | V | Spl | D-R | D. B-L | B-L 35 | A | 4 | Blo | Tim 64600 | W | ½ | 7.75 | 41.5 | A* | Tim 15302 | Ros | Opt | Opt | 4875 |
| Clydesdale 9 | .... | 160° | .... | S 34x4 | S 34x6 | Con S4 | 4-4¼x4½ | 28.9 | L | FP | Own | Own | Zen | V | Bos-A | Bos-A | D. B-L | B-L 35 | U | 4 | Spi | Tim 64600 | W | ½ | 7.75 | 41.46 | A* | Tim 1460 | Ros | .... | .... | 4600 |
| Coleman C-25 | .... | 109 | 144 | P 32x6 | P 32x6 | Bud HS6 | 6-3⅜x4½ | 27.3 | L | FP | Non | R-T | Str | V | D-R | D-R | D. Ful | Ful GU 12 | U | 8 | Spi | Own | W | F | 7.25 | 139 0 | A* | Own | Ros | 108 | 78 | 5360 |
| Commerce 40Z | .... | 168 | .... | P 36x6 | DP36x6 | Bud DS6 | 6-3⅝x5 | 31.5 | L | PC | Non | Own | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Blo | Wis 4600 | R | F | 6.25 | 34.8 | E | Tim 14703H | Han | .... | .... | 4900 |
| Concord C-25 | .... | 109 | 144 | P 32x6 | P 32x6 | Bud HS6 | 6-3⅜x4½ | 27.3 | L | FP | Non | R-T | Str | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Blo | Tim 63702 | W | F | 6.5 | 34.8 | E | Tim 14703H | Han | .... | .... | 4900 |
| Commerce 40Z | .... | 168 | .... | P 36x6 | DP36x6 | Bud DS6 | 6-3⅝x5 | 31.5 | L | PC | Non | Own | Zen | V | Eis | A-L | D. B-L | B-L 35 | U | 4 | Blo | Wis 4600 | R | F | 5.46 | 29.21 | A | Tim 15300 | Ros | .... | .... | 4600 |
| Concord GX | 2800 | 163 | .... | P 32x6 | P 34x7 | Bud DW6 | 6-3¾x5 | 33.7 | L | PC | Non | Own | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Blo | Wis 4600 | R | F | 5 46 | 29 4 | A | Tim 15300 | Ros | .... | .... | 4800 |
| Concord GX6 | .... | 163 | .... | P 32x6 | P 34x7 | Bud DW6 | 6-3¾x5 | 33.7 | L | FP | Non | Own | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Spi | Tim 63702H | W | F | 7 33 | 39.23 | G† | Tim 14703H | Ros | 144 | 78 | 4800 |
| Corbitt 646 | .... | 150 | 198 | P 32x6 | P 34x7 | Con 15C | 6-3⅜x4⅝ | 27.3 | L | FP | Non | Per | Zen | V | D-R | D-R | D. B-L | B-L 35 | U | 4 | Spi | Tim 63500 | W | F | 7 66 | 30.67 | A | Tim 14703 | Ros | 168½ | 109 | 4400 |
| Day-Elder H | .... | 144° | 180 | S 34x4‡ | S 34x7 | Bud WTU | 4-3¾x5½ | 22.5 | L | PC | Non | Bus | Zen | V | D-R | D-R* | D. Ful | Ful SU10 | U | 3 | Spi | Tim 5620 | B | F | 6 83 | 27 33 | A | Tim 14703 | Ros | 168¼ | 109 | 4300 |
| Day-Elder HB | .... | 144° | 180 | P 32x6 | P 34x7 | Bud WTU | 4-3¾x5½ | 22.5 | L | PC | Non | Bus | Zen | V | D-R | D-R | D. Ful | Ful SU10 | U | 3 | Spi | Tim 5620 | B | F | 6 83 | 27 33 | A | Tim 14703 | Ros | 163½ | 104 | 4400 |
| Day-Elder HB6 | .... | 144° | 180 | P 32x6 | P 34x7 | Con 16C | 6-3⅜x4⅝ | 27.3 | L | FP | Non | Bus | Zen | V | D-R | D-R | D. Ful | Ful SU10 | U | 3 | Spi | Tim 5620 | B | F | 6 83 | 27 33 | A | Tim 14703 | Ros | 163½ | 104 | 4400 |
| Diamond T4 | .... | 144½ | .... | P 30x5 | P 32x6 | Her OX | 4-4x5 | 25.6 | L | PC | Non | G&O | Str | G | Apo | A-L‡ | D. Cov | Cov JUC | U | 3 | Spi | Tim 64600D | W | ½ | 7 25 | 26 3 | A* | Shu 510 | Ros | .... | .... | 5250 |
| Diamond T3 | .... | 144 | .... | S 34x4 | S 32x6 | Her OX | 4-4x5 | 25.6 | L | PC | Non | G&O | Zen | G | A-L | A-L | D. Cov | Cov | U | 4 | Spi | Cla | S | ½ | 5 66 | 33.1 | E† | Cla | Ros | .... | .... | 5040 |
| Diamond T302 | .... | 157¾° | .... | P 32x6 | DP32x6 | Her WXB | 6-3¾x4½ | 33.7 | L | PC | Non | G&O | Zen | G | Apo | A-L‡ | D. Cov | Cov JUC | U | 3 | Spi | Tim 6462 | W | ½ | 7 75 | 40.0 | A | Shu 5550 | Ros | .... | .... | 4600 |
| Dixon | 2950 | 146 | .... | S 34x4 | S 34x6 | Her OX | 4-4x5 | 25.6 | L | PS | Non | G&O | Zen | V | Eis | D-R | D. Ful | Ful GU | U | 4 | Spi | Tim 6462 | W | ½ | 7.75 | 40.0 | A | Shu 5550 | Ros | .... | .... | 4600 |
| Douglas | .... | 156° | .... | P 32x6 | P 34x7 | Bud KBU-I | 4-4x5¼ | 25.6 | L | PC | Non | Own | Zen | V | Bos-R | N-E | D. Ful | Ful GU14 | U | 4 | Blo | Wis 6617 | R | F | 6 9 | 33 12 | A* | Shu 510 | Ros | 144 | 84 | 5100 |
| Douglas | .... | 168° | .... | P 32x6 | P 34x7 | Bud DW6 | 6-3¾x5 | 33.7 | L | PC | Non | Own | Zen | V | Bos-R | N-E | D. Ful | Ful GU14 | U | 4 | Blo | Wis 6617 | R | F | 6.33 | 30.38 | A* | Shu 510 | Ros | 144 | 84 | 5850 |
| Douglas | .... | 168° | .... | P 32x6 | P 34x7 | Bud KBU-I | 4-4x5¼ | 25.6 | L | PC | Non | Own | Zen | V | Bos-R | N-E | D. Ful | Ful GU14 | U | 4 | Blo | Wis 6617 | R | F | 6.33 | 30.38 | A* | Shu 510 | Ros | 144 | 84 | 4500 |
| Douglas | .... | 118 | .... | P 32x6 | P 34x7 | Bud KBU-I | 4-4x5¼ | 25.6 | L | PC | Non | Own | Zen | V | Eis | A-L | D. B-L | B-L | U | 4 | Pet | Tim 65600 | W | F | 6.75 | 36 2 | A* | Shu 5510 | Ros | .... | .... | 4600 |
| Duplex S | .... | 160 | .... | P 32x6 | P 36x8 | Bud DW6 | 6-3¾x5 | 33.7 | L | FP | Non | Mod | Zen | V | Eis | A-L | D. B-L | B-L | U | 4 | Pet | Wis 51 | R | ½ | 7.75 | .... | A* | Col 7000 | Ros | .... | .... | 3800 |
| Eagle 20 | .... | 154° | .... | P 34x5 | P 34x5 | Bud WTU | 4-3¾x5½ | 22.5 | L | PC | Opt | Own | Zen | G | Eis | A-L‡ | D. Cov | Cov JUC | U | 3 | Pet | Wis 51 | R | ½ | 7.75 | .... | A* | Col 7000 | Ros | .... | .... | 3800 |
| Fageol 135 | 2100 | 162° | 196 | P 30x5 | DP30x5 | Wau XL | 6-3½x4½ | 29.4 | L | PC | Non | Own | Zen | V | Bos-R | D-R | D. B-L | B-L 31 | U | 3 | Spi | Tim 5620 | B | F | 4 62 | 22 2 | G† | Tim 12300 | Ros | 144 | 71⅛ | 4800 |
| *Federal T21 | .... | 115 | .... | P 32x6 | P 34x7 | Wau V | 4-4x5 | 25.6 | L | PC | Wau | Lon | Zen | V | D-R | D-R | P. B&B | Own | A | 4 | Pet | Tim 64600D | W | ½ | 7.25 | 36.2 | A | Own | Gem | 51½ | 42¼ | 4000 |
| *Federal T3W | .... | 144 | 168 | S 34x4 | S 34x7 | Wau V | 4-4x5 | 25.6 | L | PC | Wau | Lon | Zen | V | D-R | D-R | P. B&B | Own | A | 4 | Pet | Tim 64600HP | W | ½ | 7.25 | 36.2 | G | Own | Gem | 119 | 71 | 4050 |
| *Federal T7W | .... | 144 | 180 | S 34x4 | S 34x7 | Con 16C | 6-3⅜x4⅝ | 27.3 | L | PC | Non | Lon | Zen | V | D-R | D-R | P. B&B | Own | A | 4 | Pet | Tim 64600HP | W | ½ | 7.25 | 36.2 | G | Own | Gem | 119 | 71 | 4550 |
| Fisher Mer. Ex | .... | 146 | 160 | S 36x5 | S 36x7 | Con S4 | 4-4¼x4½ | 28.9 | L | FP | Non | Lon | Str | V | Bos-A | Bos-A | D. Ful | Ful SU12 | U | 3 | Blo | Tim 64600SP | W | ½ | 7.25 | 29.0 | A* | Tim 14703 | Ros | 120 | 79 | 4100 |
| Fisher Mer. Ex | .... | 146 | 160 | P 32x6 | P 34x7 | Con S4 | 4-4¼x4½ | 28.9 | L | FP | Non | Lon | Str | V | Bos-A | Bos-A | D. Ful | Ful SU12 | U | 3 | Blo | Tim 5620 | B | ½ | 6.43 | 25.7 | A* | Tim 12300 | Ros | 120 | 79 | 3900 |
| F.W.D.H | 3300 | 121 | 156 | P 34x7 | P 34x7 | Wis SU | 4-4x5 | 25.6 | H | PC | .... | Per | Zen | V | Eis | A-L | D. Det | Cot A | A | 4 | Own | Own | B | F | 7 3 | 38.0 | B | Own H | Ros | 112 | 81 | 5300 |
| Garford 40Z | .... | 168 | .... | P 36x6 | DP36x6 | Bud DS6 | 6-3⅝x5 | 31.5 | L | PC | Non | Own | Zen | V | A-L | A-L | D. B-L | B-L 35 | U | 4 | Blo | Tim 63702 | W | F | 6 5 | 34 8 | E | Tim 14703H | Han | .... | .... | 4900 |
| General Motors T-40 | 1950 | 136° | .... | P 32x6 | P 34x7 | BuickMaster | 6-3½x4¾ | 29.4 | H | PC | K.P. | Lon | Mar | V | D-R | D-R | D. Own | Own | U | 3 | U-M | Tim 64601 | W | ½ | 6 14 | 23 83 | E* | Own | Ros | .... | .... | 4460 |
| General Motors T-50 | 2050 | 136° | .... | S 34x4 | S 34x7 | BuickMaster | 6-3½x4¾ | 29.4 | H | PC | K.P. | Lon | Mar | V | D-R | D-R | D. Own | Own | U | 3 | U-M | Tim 64601 | W | ½ | 7.75 | 30.07 | E* | Own | Ros | .... | .... | 4890 |
| Gotfredson 41 | .... | 146⅞° | .... | S 36x4‡ | S 36x8‡ | Bud KBU-I | 4-4x5¼ | 25.6 | L | PC | Non | MeC | Zen | V | Bos-R | D-R | P. B&B | B-L 35 | U | 4 | Spi | Tim 64600SP | W | ½ | 7.25 | 38.8 | B | Tim 14703 | Ros | .... | .... | 5300 |
| Gotfredson 46 | .... | 156½° | .... | S 36x4‡ | S 36x8‡ | Bud BA6 | 6-4½x5½ | 40 8 | L | PC | Pie | MeC | Zen | V | Bos-R | D-R | D. B-L | B-L 35 | U | 4 | Spi | Tim 64600SP | W | ½ | 7.25 | 38.8 | B | Tim 14703 | Ros | .... | .... | 5500 |
| Graham Brothers, ED | 1445 | 114 | 114 | P 32x6 | P 34x7 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | MeC | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 86.3 | 41.44 | G† | Own | Ros | 57 | 37 | 3725 |
| Graham Brothers, EDR | 1445 | 114 | 114 | P 32x6 | DP32x6 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | MeC | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 86.3 | 41.44 | G† | Own | Ros | 57 | 37 | 3725 |
| Graham Brothers, EDX | 1550 | 114 | 114 | P 32x6 | DP32x6 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | MeC | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 86.3 | 41.44 | G† | Own | Ros | 57 | 37 | 3875 |
| Gramm 463N | 1955 | 133° | .... | P 32x6 | P 34x7 | Lyc S | 6-3½x4½ | 25.4 | L | PC | Non | Own | Zen | G | A-L | A-L | D. Cov | Cov | U | 3 | Blo | Eat 1504 | S | ½ | 6.33 | 25 3 | A* | Col 5300 | Ros | .... | .... | 3840 |
| Gramm Bernstein 115S | .... | 149½° | 196 | P 30x5 | P 30x5 | Con 15C | 6-3⅜x4⅝ | 27.3 | L | PC | Non | Own | Zen | G | A-L | A-L | D. Ful | Ful SU12 | U | 3 | Blo | Cla B501 | B | ½ | 6.28 | 25.12 | B* | Col 5300 | Ros | 127. | 73¼ | 3750 |

| | | |

Key of abbreviations, page 48

| Trade Name and Model | General | | | | | Engine | | | | | | | | Electrical System | | Clutch | Gearset | | | Universals (Make) | Rear Axle | | | Gear Ratios | | Brakes, Location | Front Axle Make and Model | Steering Gear (Make) | Standard Wheelbase | | Chassis Weight (lbs.) (stripped) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Chassis Price | Standard Wheelbase (inches) | Maximum Wheelbase furnished | Tire Size: Front (inches) | Tire Size: Rear (inches) | Make and Model | Number of Cylinders Bore and Stroke | N.A.C.C. Rated H.P. | Valve Arrangement | Oiling System | Governor (Make) | Radiator (Make) | Fuel System: Carburetor (Make) | Fuel System: Feed | Ignition System (Make) | Generator and Starter (Make) | Type and Make | Make and Model | Location | No. of Forward Speeds | | Make and Model | Final Drive | Type | Total Reduction in High | Total Reduction in Low | | | | Cab to rear of frame | Cab to rear axle | |
| **2½ Ton—Cont'd** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clydesdale 8 | | 156° | | S 36x4 | S 36x8 | Con K4 | 4-4½x5¼ | 27.2 | L | FP | Own | Own | Zen | V | Bos-A | Bos A* | D. B-L | B-L 35 | A | 4 | Spi | Tim 6566 | W | F | 8.5 | 45.48 | A* | Tim 15300 | Ros | | | 5300 |
| Corbitt 54 | | 152 | 220 | S 36x4‡ | S 36x8‡ | Con K4 | 4-4⅛x5¼ | 27.2 | L | FP | Sim | Per | Zen | V | Eis | D-R‡ | D. B-L | B-L 51 | U | 4 | Spi | Tim 65600D | W | F | 8.5 | 45.5 | A‡ | Shu 5550 | Ros | 134 | 80 | 5400 |
| Corbitt 56 | | 152 | 220 | S 36x4‡ | S 36x8‡ | Con 6B | 6-3¾x5 | 33.7 | L | FP | Sim | Per | Zen | V | Eis | D-R‡ | D. B-L | B-L 51 | U | 4 | Spi | Tim 65000D | W | F | 9.25 | 44.4 | A | Tim 15302 | Ros | 134 | 80 | 5400 |
| Day-Elder I | | 144° | 180 | S 36x4‡ | S 36x8‡ | Bud KBU | 4-4x5¼ | 25.6 | L | PC | Bud | Bus | Zen | V | D-R | D-R* | D. Ful | Ful GU12 | U | 4 | Spi | Tim 65000D | W | F | 9.25 | 44.4 | A | Tim 15302 | Ros | 175½ | 103½ | 5700 |
| Defiance E 2 | | 160 | 190 | S 36x4 | S 36x8 | Con S4 | 4-4¼x4½ | 28.9 | L | PC | Non | Chi | Zen | V | A-L | A-L | D. Ful | Ful GU12 | U | 4 | Spi | Tim 6460 | W | F | 7.1 | | A | Tim 1520 | Ros | 142 | 91½ | 5100 |
| Defiance O2 | | 160 | 190 | P 32x6 | DP32x6 | Con 15C | 6-3⅜x4⅝ | 27.3 | | PC | Non | Chi | Zen | V | A-L | A-L | D. Ful | Ful GU12 | U | 4 | Spi | Wis 6600 | R | Opt | | 39.12 | | Tim 1520 | Ros | 142½ | 82½ | |
| Denby 43 | | 155 | | S 36x4 | S 36x8 | Her O | 4-4x5 | 25.6 | L | PC | | Lon | Zen | G | Eis | | D. Ful | Ful | U | 4 | U-P | Cla | I | D | 9.00 | 39.12 | | Con | Ros | | | 4925 |
| Diamond T-U4 | | 161 | | S 36x4 | S 36x8 | Her K | 4-4¼x5¾ | 28.9 | L | PC | Pie | G&O | Str | G | Apo | A-L | D. Cov | Cov RAD4 | A | 4 | Spi | Tim 65600D | W | F | 8.5 | 44.2 | A* | Tim 15300 | Ros | | | 6100 |
| Diamond T-U6 | | 182¾ | | P 34x7 | DP34x7 | Her L | 4-4½x5¾ | 32.4 | L | PC | Pie | G&O | Str | G | Apo | A-L | D. Cov | B-L 55 | A | 7 | Spi | Tim 65600D | W | F | 5.4 | 51.3 | A* | Tim 15300 | Ros | | | 7285 |
| Diamond T-U56 | | 162° | | S 36x4 | S 36x8 | Her YXB | 6-4x4¾ | 38.4 | L | PC | K.P. | G&O | Zen | G | | A-L | D. Cov | Cov | A | 4 | Spi | Tim | W | F | 8.5 | 44.2 | A* | Tim | Ros | | | 7400 |
| Fageol 250 | 2990 | 178° | 196 | P 32x6 | DP32x6 | Wau XK | 6-3¾x4½ | 33.7 | L | PC | Non | Own | Zen | V | Bos-R | Bos-R | D. B-L | B-L 35 | U | 4 | Spi | Tim 63500 | W | F | 4.88 | 20.56 | G† | Tim 14703 | Ros | 167½ | 99½ | 4800 |
| Fisher Heavy Duty | | 155 | 190 | P 32x6 | DP32x6 | Con 6B | 6-3¾x5 | 33.7 | L | FP | | Lon | Str | V | D-R | D-R | D. Ful | Ful GU14 | U | 4 | Spi | Eat 2254 | B | F | 5.7 | 26.95 | A* | Shu 550 | Ros | 120 | 303¾ | 4800 |
| Fisher Heavy Duty | | 155 | 190 | S 36x5 | S 36x8 | Con 6B | 6-3¾x5 | 33.7 | L | FP | | Lon | Str | V | D-R | D-R | D. Ful | Ful GU 14 | U | 4 | Spi | Tim 65600SP | W | F | 8.50 | 40.8 | A* | Tim 15300 | Ros | 120 | 303¾ | 5150 |
| Garford 50 | | 156 | | S 36x4 | S 36x8 | Bud EBU-I | 4-4¼x5½ | 28.9 | L | PC | K.P. | Own | Zen | G | Spl | Non | D. Own | B-L 55 Max | A | 7 | Spi | Tim 65600D | W | F | 8.5 | 80.7 | A | Tim 15302 | Ros | | | 5950 |
| Garford 50-6 | | 156 | | S 36x4 | S 36x8 | Bud BUS | 6-4x5½ | 38.4 | L | PC | Non | Lon | Zen | G | Spi | Non | D. Own | B-L 55 | U | 7 | Spi | Tim 65600 | W | F | 8.5 | 80.7 | A | Tim 15302 | Ros | | | 6150 |
| General Motors K-54 | 3690 | 133½° | | S 36x5 | S 36x19 | G.M.C. 89 | 4-4½x6½ | 32.4 | L | FP | K.P. | MeC | Mar | V | Eis | D-R | D. Own | Own | U | 7 | Own | Tim 65700 | W | F | 8.5 | 66.6 | A‡ | Tim 15300 | Own | | | 6800 |
| Gotfredson 51 | | 146⅞° | | S 36x5‡ | S 36x10‡ | Bud KBU-I | 4-4x5¼ | 25.6 | L | PC | Non | MeC | Zen | V | Bos-R | D-R | P. B&B | B-L 35 | U | 4 | Spi | Tim 65600SP | W | F | 7.75 | 41.36 | B | Tim 15302 | Ros | | | 5800 |
| Gotfredson 56 | | 156½° | | S 36x5‡ | S 36x10‡ | Bud BA6 | 6-4⅛x5⅛ | 40.8 | L | PC | Pie | MeC | Zen | V | Bos-R | D-R | P. B-L | B-L 35 | U | 4 | Spi | Tim 65600SP | W | F | 7.75 | 41.36 | B | Tim 15302 | Ros | | | 6000 |
| Graham Brothers OE | 1595 | 150 | 150 | P 32x6 | P 34x7 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | Fed | Zen | V | N-E | N-E | P. B&B | P. B&B | U | 4 | U-P | Own | S | ½ | 6.38 | 41.44 | G† | Own | Ros | 106¾ | 69¾ | 3930 |
| Graham Brothers OER | 1595 | 150 | 150 | P 32x6 | DP32x6 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | Fed | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 6.38 | 41.44 | G† | Own | Ros | 106¾ | 69¾ | 3930 |
| Graham Brothers, OEX | 1700 | 150 | 150 | P 32x6 | DP32x6 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | Fed | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 6.38 | 41.44 | G† | Own | Ros | 106¾ | 69¾ | 4080 |
| Graham Brothers, TE | 1665 | 165 | 165 | P 32x6 | P 34x7 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | Fed | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 6.38 | 41.44 | G† | Own | Ros | 132¾ | 84¾ | 4070 |
| Graham Brothers, TER | 1665 | 165 | 165 | P 32x6 | DP32x6 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | Fed | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 6.38 | 41.44 | G† | Own | Ros | 132¾ | 84¾ | 4070 |
| Graham Brothers, TEX | 1770 | 165 | 165 | P 32x6 | DP32x6 | Dodge | 6-3⅜x4½ | 27.3 | L | PC | Han | Fed | Zen | V | N-E | N-E | P. B&B | Own | U | 4 | U-P | Own | S | ½ | 6.38 | 41.44 | G† | Own | Ros | 132¾ | 84¾ | 4220 |
| Gramm 564N | 2985 | 150° | | P 32x6 | DP32x6 | Lyc TS | 6-3⅞x5 | 36.2 | L | PC | Han | Own | Zen | G | A-L | A-L | D. Ful | Ful G | U | 4 | Blo | Wis 6617 | R | F | 5.33 | 25.4 | A* | Col 5200 | Ros | | | 4800 |
| Gramm-Bernstein 125 | | 144° | 160 | S 36x4‡ | DS36x4 | Con S4 | 4-4¼x4½ | 28.9 | L | FP | Non | Own | Str | G | Eis | A-L | D. Ful | Ful GU | U | 4 | Spi | Wis 9890 | W | F | 8.66 | 41.57 | * | Shu 5410 | Ros | 125 | 76¼ | 5440 |
| Gramm-Bernstein C | | 144° | 166 | S 36x4‡ | DS36x4‡ | Con K4 | 4-4⅛x5¼ | 27.2 | L | FP | Pie | Own | Str | V | Eis | A-L | D. Ful | Ful GOG | A | 8 | Blo | Wis 9890T | W | F | 8.66 | 76.6 | B* | Shu 5550 | Ros | 128½ | 76¼ | 5865 |
| Gramm-Bernstein C6 | | 150° | 201 | S 36x4‡ | DS36x4‡ | Con 6B | 6-3¾x5 | 33.7 | L | FP | Pie | Own | Str | V | Eis | A-L | D. Ful | Ful GOG | A | 8 | Blo | Wis 9890T | W | F | 7.75 | 68.6 | B* | Shu 5550 | Ros | 128½ | 77 1/16 | 5920 |
| Grass Premier 51-4 | | 140 | | P 32x6 | P 36x8 | Wis X | 4-4½x5 | 32.4 | L | PC | Non | Chi | Str | V | A-L | A-L | D. B-L | B-L 51 | U | 4 | M.M. | Eat 41000 | R | | 8.00 | | G | Shu 5430 | Ros | | | 4800 |
| Guilder D6 | 2650 | 160 | | P 32x6 | DP32x6 | Bud HS6 | 6-3⅜x4½ | 27.3 | L | PC | Non | G&O | Zen | V | D-R | D-R | D. B-L | B-L 31 | U | 4 | Spi | Wis 471 | R | F | 7.26 | 33.6 | A* | Shu 5410 | Ros | | | 3600 |
| Hahn 56 | | 160 | 199 | P 32x6 | DP32x6 | Con 6B | 6-3¾x5 | 33.7 | L | PC | Han | Chi | Zen | V | D-R | D-R | D. B-L | B-L 51 | U | 4 | Spi | Eat 2252 | S | F | 6.13 | 32.74 | B | Shu 5550 | Ros | 128 | 78 | 5300 |
| Hahn 54 | | 153 | 192 | P 36x4 | P 36x8 | Her L | 4-4½x5¾ | 32.4 | L | PC | Han | Chi | Zen | V | Bos-R | Non | D. B-L | B-L 51 | U | 4 | Spi | Tim 65600D | W | F | 7.25 | 38.7 | A | Tim 15302 | Ros | 128 | 76 | 5600 |
| Harvey WG6 | 3500 | 185 | | S 36x5‡ | S 36x10‡ | Bud DW6 | 6-3¾x5 | 33.7 | L | PC | MeC | Own | Str | G | A-L | A-L | D. B-L | B-L 55 | A | 7 | Spi | Tim 65700D | W | F | 9.33 | 88.6 | A* | Tim 15300 | Ros | | | 6900 |
| Harvey WG | 3500 | 150° | | S 36x5‡ | S 36x10‡ | Bud EBUI | 4-4¼x5½ | 28.9 | L | PC | MeC | Own | Str | G | Bos-R | Non | D. B-L | B-L 55 | A | 7 | Spi | Tim 65700 | W | F | 9.33 | 88.6 | A* | Tim 15300 | Ros | | | 6950 |
| Hawkeye 50-75 | 3800 | 210 | 210 | S 36x5‡ | S 36x8‡ | Bud BUS | 6-4x5½ | 38.4 | L | PC | Non | Per | Zen | G | Bos-R | D-R‡ | D. Ful | Ful HU | U | 4 | Pie | Wis 1400 | R | F | 6.86 | 37.4 | A‡ | Shu 5550 | Ros | 205 | 131 | 5900 |
| Hawkeye 50-48 | 3100 | Opt | 185 | S 36x5‡ | S 36x8 | Bud EBUI | 4-4¼x5½ | 28.9 | L | PC | Sim | Per | Zen | G | Bos-R | D-R† | D. Ful | Ful HU | U | 4 | Pie | Wis 8800 | R | F | 8.6 | 54.2 | A* | Shu 5550 | Ros | 179 | 106 | 5400 |
| Hawkeye 50-60 | 3500 | 197 | 197 | S 36x6 | DS33x7 | Bud DW6 | 6-3¾x5 | 33.7 | L | PC | | Per | Zen | G | N-E | N-E | D. Ful | Ful HU | U | 4 | Pie | Wis 1400 | R | F | 8.00 | 50.2 | A‡ | Shu 5550 | Ros | 179 | 118 | 5800 |
| Hendrickson ST | 3400 | | | S 36x5 | S 36x8 | Bud ETU | 4-4¼x5½ | 28.9 | L | FP | MeC | Chi | Zen | G | Spl | | D. Ful | Ful G7 | A | 4 | Pie | Timi 65600D | W | F | | | A* | Tim 15300B | Ros | | | 5750 |
| Hug 81 | | 127 | 127 | P 36x6 | DP36x6 | Bud KBU-I | 4-4x5¼ | 25.6 | L | PC | Han | You | Zen | V | Eis | D-R | D. B-L | B-L 51 | U | 4 | Blo | Wis 8800B | R | F | 8.6 | | A | Shu 550 | Ros | 78 | 57⅛ | 5890 |
| Hug 84 | | 127 | 127 | P 36x6 | DP36x6 | Bud KBU-I | 4-4x5¼ | 25.6 | L | PC | Han | You | Zen | V | Eis | D-R | D. B-L | B-L 51 | U | 5 | Blo | Wis 8800B | R | F | 8.6 | | A | Shu 550 | Ros | 78 | 57½ | 6088 |
| Indiana 115A | | 132 | 132 | P 32x6 | DP34x7 | Her OX | 4-4x5 | 25.6 | L | PC | Non | Lon | Str | G | Eis | A-L | P. B&B | B-L 35 | U | 4 | Spi | Cla 720 | S | ½ | 7.85 | 42.99 | B* | Shu 5410 | Ros | 87⅛ | 56¾ | 5000 |
| Indiana 615A | | 136 | 135½ | P 32x6 | DP34x7 | Wis Y | 6-3⅜x5 | 27.3 | H | PC | &P. | Lon | Str | G | Eis | A-L | P. B&B | B-L 35 | U | 4 | Spi | Cla 720 | S | ½ | 7.85 | 46.79 | B* | Shu 5410 | Ros | 87⅛ | 57 1/16 | 5190 |
| Int. Harvester 54C | | 140° | 185 | S 36x5‡ | S 36x10‡ | Own | 4-4¼x5 | 28.9 | H | SP | Own | Own | Zen | G | Bos-R | D-R‡ | D. Own | Own | U | 4 | Own | Own | C | D | 8.75 | 51.5 | B* | Own | Own | 104 | 67 | 6400 |
| Int. Harvester 54 | | 140° | 185 | S 36x5‡ | S 36x8‡ | Own | 4-4¼x5 | 28.9 | H | SP | Own | Own | Zen | G | Bos-R | D-R‡ | D. Own | Own | U | 4 | Own | Own | R | F | 9.1 | 54.0 | B* | Own | Own | 116 | 67 | 6345 |
| Kelly-Springfield KS25 | | 153 | | S 36x5‡ | S 36x10‡ | Her K | 4-4¼x5¾ | 28.9 | L | PC | Han | Mod | Zen | G | Eis | A-L | P. B&B | B-L 55 Max | A | 7 | Pet | Own | W | ½ | 9.25 | 87.88 | A | Own | Ros | | | 7060 |
| Kenworth D | 3130 | 158 | 158 | P 32x6 | DP32x6 | Bud BBU-I | 4-4x5¼ | 25.6 | L | PC | Non | Per | Zen | V | D-R | D-R | D. B-L | B-L 35 | U | 4 | Spi | Tim 63720N | W | F | 6.25 | 33.4 | G† | Tim 14703H | Ros | 120 | 78 | 4700 |
| King Zeitler 45 | | 156° | | S 36x5‡ | S 36x8‡ | Con S4 | 4-4¼x4½ | 28.9 | L | FP | Han | Chi | Str | G | Bos-R | A-L‡ | D. B-L | B-L 35 | U | 4 | Blo | Tim 65600D | W | F | 9.25 | 49.5 | A* | Tim 15302 | Ros | | | 5400 |
| Kissel | | 168 | | S 36x4 | S 36x8‡ | Own 50000 | 4-4¼x5½ | 28.9 | L | SP | Pie | MeC | Str | V | Eis | D-R‡ | D. W-G | Ful G7 | A | 4 | Spi | Tim 6566 | W | F | 8.50 | 40.8 | A* | Tim 1544B | Ros | | | 5100 |
| Kleiber Speed | 2950 | 180 | 180 | P 32x6 | DP32x6 | Bud | 6-3¾x5 | 33.7 | L | PC | Non | Own | Str | V | D-R | D-R | D. B-L | B-L 55 | U | 4 | Spi | Tim 63720H | W | F | 6.25 | 33.4 | A† | Tim 14703H | Ros | 144 | 97 | 5100 |
| Kleiber | 3850 | 163 | 165½ | S 36x5‡ | DS36x5‡ | Con L4 | 4-4½x5½ | 32.4 | L | FP | Non | R-T | Str | V | Bos-R | Bos A‡ | D. B-L | B-L 51 | A | 4 | Spi | Tim 65660D | W | F | 7.75 | 41.5 | A† | Tim 1544B | Ros | 156 | 90 | 6500 |
| Lange E | 3650 | 149½ | 165 | S 36x4‡ | S 36x8‡ | Con K4 | 4-4⅛x5¼ | 27.2 | L | FP | Non | Own | Str | V | Bos-R | Non | D. B-L | B-L 51 | U | 4 | Pet | Tim 65600 | W | F | 9.25 | 49.5 | A* | Tim 1544B | Ros | 139¼ | 85¼ | 5950 |
| Luedinghaus | | 145° | 172 | S 36x5‡ | S 36x8‡ | Wau FU | 4-4x5¾ | 25.6 | L | PC | Wau | Own | Zen | | Eis | Non | D. Ful | Ful GU14 | U | 4 | Spi | Tim 65660D | W | F | | | A* | Shu 510 | Ros | 120 | 77 | 4900 |
| Mack AB | 3400 | 146½° | | S 36x4 | DS36x4 | Own AB | 4-4¼x5 | 28.9 | L | PS | Own | Own | Str | G | Spl | N-E‡ | D. Own | Own AB | U | 4 | Spi | Own AB | C | D | *8.87 | 43.0* | B* | Own AB | Own | | | |
| Mack AB | 3350 | 164½° | | S 36x4 | DS36x4 | Own AB | 4-4¼x5 | 28.9 | L | PS | Own | Own | Str | G | Spl | N-E‡ | D. Own | Own AB | U | 4 | Spi | Own AB | R | F | *9.25 | 44.9* | B* | Own AB | Own | | | |
| Master 41A | | 154° | | S 36x5 | S 36x10 | Bud ETU | 4-4¼x5½ | 28.9 | | FP | | | Zen | | Eis | | D. Ful | Ful G | A | 4 | Spi | Tim 6566 | W | F | | | A‡ | Tim | Ros | | | 6250 |
| Master 45 | | 154° | | S 36x5 | S 36x10 | Jackson | 4-4¼x6⅝ | 28.9 | | FP | | | Str | | Spl | | D. Ful | Ful G | A | 10 | Spi | Tim 65600 | W | F | | | A‡ | Tim | Ros | | | |
| McCarron B1 | | 156 | | S 36x5 | S 36x10 | Con | 4-4¼x4½ | 28.9 | | | Own | Chi | Str | V | Bos-A | A-L | D. Ful | Ful | U | 4 | Blo | Tim 65600D | W | F | 9.25 | 44.4 | A | Tim 1544B | Ros | | | 5600 |
| Menominee HX6 | | 155° | 182 | P 34x7 | P 36x8 | Wau 6XK | 6-3¾x4½ | 33.7 | L | FP | Wau | Per | Zen | V | A-L | A-L | P. B&B | Cot AU | U | 4 | Pic | Wis 6600 | R | F | 6.33 | 31.8 | A | Shu 550 | Ros | 120 | 68 | 5950 |
| National 23 | 3725 | 178 | | P 36x6 | DS36x6‡ | Wau V | 4-4x5 | 25.6 | L | PC | Non | McK | Zen | G | Bos-A | Bos-A | D. B-L | B-L 35 | U | 4 | Spi | Tim 6566 | W | F | 8.5 | 45.5 | A | Tim 1520 | Ros | | | 5000 |
| §Noble 156 | | 176 | | P 32x6 | DP32x6 | Bud DW6 | 6-3¾x5 | 33.7 | L | PC | | Chi | Str | V | A-L | A-L | D. Ful | Ful | U | 4 | Blo | Tim 63500BX | W | F | 6.25 | 32.4 | B | Tim 14703BX | Ros | 147½ | 86½ | 4650 |
| Oshkosh K | 3350 | 146 | 146 | P 36x8 | P 36x8 | Her OX | 4-4x5 | 25.6 | L | PC | Pie | Own | Zen | V | L-N | L-N | D. B-L | B-L 51 | U | 4 | Blo | Own K | B | F | 8.00 | 43.0 | B* | Own K | Ros | 116½ | 85½ | 5500 |
| Oshkosh KK | 3450 | 165 | 165 | P 36x8 | P 36x8 | Her OX | 4-4x5 | 25.6 | L | PC | Pie | Own | Zen | V | L-N | L-N | D. B-L | B-L 51 | U | 4 | Blo | Own K | B | F | 8.00 | 43.0 | B* | Own K | Ros | 143½ | 104½ | 5600 |
| Oshkosh M | 2790 | 146 | 146 | S 36x6‡ | S 36x8‡ | Her OX | 4-4x5 | 25.6 | L | PC | Pie | Own | Zen | V | Opt | | D. B-L | B-L 51 | U | 4 | Blo | Wis F65B | R | F | 9.25 | 49.5 | A* | Wis 20 | Han | 131¾ | 73 | 5275 |
| Oshkosh MM | 2890 | 170 | 170 | S 36x6‡ | S 36x8‡ | Her OX | 4-4x5 | 25.6 | L | PC | Pie | Own | Zen | V | Opt | | D. B-L | B-L 51 | U | 4 | Blo | Wis F65B | R | F | 9.25 | 49.5 | A* | Wis 20 | Han | 155¾ | 97 | 5350 |
| Republic 60 | | 163° | | P 32x6 | DP32x6 | Lyc TF | 6-3⅝x5 | 31.5 | L | PC | Non | Own | Zen | V | A-L | A-L | D. Ful | Ful | U | 3 | U-M | Eat | B | ¾ | 5.5 | 22.0 | B* | Eat | Han | 147¾ | 84 | 4600 |
| Republic 58 | | 122 | | P 32x6 | DP32x6 | Lyc C4 | 4-4x5 | 25.6 | L | PC | Non | Own | Zen | V | A-L | A-L | D. Ful | Ful | U | 3 | U-M | Eat | B | ¾ | 6.87 | 27.5 | B* | Eat | Han | 83 | 46½ | 4300 |
| Republic 58-6 | | 122 | | P 32x6 | DP32x6 | Lyc 4SG | 6-3¼x4½ | 25.3 | L | PC | Non | Own | Zen | V | A-L | A-L | D. Ful | Ful | U | 3 | U-M | Eat | B | ¾ | 6.87 | 27.5 | B* | Eat | Han | 83 | 46½ | 4300 |
| Sandow | | 165 | | S 36x4 | S 36x8 | Bud EBU-I | 4-4¼x5½ | 28.9 | L | PC | Mon | Chi | Str | G | Bos-A | Non | D. B-L | B-L 35 | U | 4 | Spi | Wis 6600 | W | F | 9.25 | 37.0 | | Tim 1540B | Ros | | | 4600 |

| | | |

Key of abbreviations, page 48

| Trade Name and Model | General | | | | | Engine | | | | | | | | Electrical System | | Clutch | Gearset | | | Rear Axle | | | Gear Ratios | | | Steering Gear (Make) | Standard Wheelbase | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Chassis Price | Standard Wheelbase (inches) | Maximum Wheelbase furnished | Tire Size | | Make and Model | Number of Cylinders Bore and Stroke | N.A.C.C. Rated H.P. | Valve Arrangement | Oiling System | Governor (Make) | Radiator (Make) | Fuel System | | | | | | | | | | | | | | | | |
| | | | | Front (inches) | Rear (inches) | | | | | | | | Carburetor (Make) | Fuel Feed | Ignition System (Make) | Generator and Starter (Make) | Type and Make | Make and Model | Location | No. of Forward Speeds | Universals (Make) | Make and Model | Final Drive | Type | Total Reduction in High | Total Reduction in Low | Brakes, Location | Front Axle Make and Model | | Cab to rear of frame | Cab to rear axle | Chassis Weight (lbs.) (stripped) |
| **3 Ton—Cont'd** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kleiber | 4100 | 163 | | S 36x5 | DS36x5‡ | Con L4 | 4-4½x5½ | 32.4 | L | FP | Non | R-T | Str | V | Bos-R | Bos-A | D. B-L | B-L 60 | | 4 | | Tim 65700D | | | | | | Tim 1544B | Ros | | | |
| Kleiber Spec | 4350 | 163 | | S 36x5 | S 36x12 | Bud BUS | 6-4x5½ | 38.4 | L | FP | Non | R-T | Str | V | Bos-R | Bos-A | D. B-L | B-L 60 | | 4 | | Tim 65700SP | | | | | | Tim 1544B | Ros | | | |
| *Lange E3 | 3850 | 149½ | 142 | S 36x5 | S 36x10 | Con K4 | 4-4½x5¼ | 27.2 | L | FP | Non | Own | Str | V | A-L | Non | D. B-L | B-L 51 | A | 4 | Pet | Tim 65700D | W | F | 10.5 | 56.2 | A | Tim 1544B | Ros | 107¼ | 74¼ | 5950 |
| *Lange M | | 140 | 145 | P 38x7 | DP38x7 | Her YXC | 6-4⅜x4¾ | 45.9 | L | PC | Non | Own | Zen | V | Bos-R | Non | D. B-L | B-L 60 | A | 7 | Pet | Wis 1418 | R | F | 9.12 | 86.6 | A* | Tim 15300 | Ros | 102 | 69½ | 6950 |
| *Lange H-1 | | 156 | 195 | S 36x5 | S 36x10 | Her YXB | 6-4x4¾ | 38.4 | L | PC | Non | Own | Zen | V | A-L | A-L | D. B-L | B-L 55 | U | 4 | Pet | Tim 65700D | W | F | 9.33 | 50.0 | A* | Tim 15300 | Ros | 139½ | 85½ | 6850 |
| Larrabee XH25 | | 173° | 194¼ | P 32x6 | DP32x6 | Con 6B | 6-3¾x5 | 33.7 | L | PC | Opt | Fed | Zen | G | D-R | D-R | D. B-L | B-L 35 | U | 4 | Spi | Tim 65600 | W | F | 8.5 | 36.2 | A | Shu 5550 | Ros | 144 | 90 | 5650 |
| Maccar 64 | | 177 | 220 | S 36x5 | DS36x5 | Bud YBUI | 4-4½x6 | 32.4 | L | PC | Pie | Own | Zen | V | D-R | D-R | D. B-L | B-L 55 | A | 4 | Spi | Tim 65700S | W | F | 8.5 | 45.4 | A‡ | Tim 15302 | Res | 151 1/16 | 95 1/16 | 7500 |
| Maccar 66 | | 177 | 220 | S 36x5 | DS36x5 | Bud BUS | 6-4x5½ | 38.4 | L | PC | Pie | Own | Zen | V | D-R | D-R | D. B-L | B-L 55 | A | 4 | Spi | Tim 65700S | W | F | 8.5 | 45.4 | A‡ | Tim 15302 | Res | 151 1/16 | 95 1/16 | 7500 |
| Mack AB | 3400 | 146½ | | S 36x4 | DS36x4 | Own AB | 4-4¼x5 | 28.9 | L | PS | Own | Own | Str | G | Spl | N-E‡ | D. Own | Own AB | U | 4 | Spi | Own AB | C | D | *8.87 | 43.0* | B* | Own AB | Own | | | |
| Mack AB | 3850 | 164½ | | S 36x4 | DS36x4 | Own AB | 4-4¼x5 | 28.9 | L | PS | Own | Own | Str | G | Spl | N-E‡ | D. Own | Own AB | U | 4 | Spi | Own AB | R | F | *9.25 | 44.9* | B* | Own AB | Own | | | |
| National 40 | 4350 | 169 | | P 36x6 | P 36x10 | Wau CU | 4-4⅝x5¾ | 30.6 | L | PC | Wau | McK | Zen | G | Bos-A | Bos-A | O. H-S | B-L 51 | A | 4 | Spi | Tim 6570D | W | F | 8.5 | 45.5 | A | Tim 1544B | Ros | | | 6200 |
| National 41 | 4500 | 179 | | P 36x6 | P 36x10 | Wau CU | 4-4⅜x5¾ | 30.6 | L | PC | Wau | McK | Zen | G | Bos-A | Bos-A | O. H-S | B-L 51 | A | 4 | Spi | Tim 6570D | W | F | 10.5 | 45.5 | A | Tim 1544B | Ros | | | 6300 |
| Noble 164 | | 168 | | S 36x5 | S 36x10 | Bud EBU | 4-4¼x5½ | 28.9 | L | PC | Pie | Chi | Str | V | Eis | | D. Ful | Ful | A | 4 | Blo | Tim 65700D | W | F | 9.25 | 44.4 | A | Tim 15300 | Ros | | | 6150 |
| Noble 166 | | 190 | | P 34x7 | DP34x7 | Bud BUS | 6-4⅛x5½ | 40.8 | L | PC | Pie | Chi | Str | V | A-L | A-L | D. Ful | Ful | A | 4 | Blo | Tim 65702D | W | B | 6.75 | 32.4 | A | Tim 15300 | Ros | 144½ | 99½ | 6475 |
| Oshkosh H | 4175 | 146 | 146 | Opt | Opt | Her L | 4-4½x5¾ | 32.4 | L | PC | Pie | Own | Zen | V | Opt | | D. B-L | B-L 55 | A | 7 | Blo | Own H | R | F | 9.25 | 49.5 | B* | Own H | Han | 114½ | 83½ | 6975 |
| Oshkosh HH | 4275 | 165 | 165 | S 36x6‡ | S 36x8‡ | Her L | 4-4½x5¾ | 32.4 | L | PC | Pie | Own | Zen | V | Opt | | D. B-L | B-L 55 | A | 7 | Blo | Own H | R | F | 9.25 | 49.5 | B* | Own H | Han | 133½ | 102½ | 7095 |
| Pierce-Arrow XB | 3750 | 150 | 180 | S 36x5‡ | DS36x5‡ | Own XB | 4-4x5½ | 25.6 | I | FP | Own | Own | Str | P | D-R | D-R | D. Own | Own XB | A | 4 | Spi | Own XB | W | ½ | 9.25 | 48.1 | A* | Own XB | Own | 125 7/16 | 72 7/16 | 6280 |
| Rehberger B | | 162 | 180 | S 36x5 | S 36x10 | Bud YBU | 4-4½x6 | 32.4 | L | PC | K.P. | Bus | Zen | V | Eis | D-R | D. B-L | B-L 51 | U | 4 | Spi | Tim 6566 | W | F | 8.5 | 46.2 | A* | Shu 5550 | Ros | 146¼ | 90 | 6460 |
| Reo GA | 1985 | 159 | | P 32x6 | DP32x6 | Own | 6-3⅞x5 | 24.3 | D | PS | Non | Own | Sch | V | N-E | N-E | D. B-L | W-G | U | 4 | Pet | Own | S | F | 6.22 | 41.5 | E† | Own | Own | 128 7/16 | 79 7/16 | 4560 |
| Republic 25 | | 165° | | S 36x5 | S 36x10 | Con K4 | 4-4½x5¼ | 27.2 | L | FP | Pha | Own | Zen | V | Bos-A | A-L | D. Ful | Ful | U | 4 | U-M | Eat | I | D | 8.40 | 40.3 | B* | Eat | Jac | | | 5800 |
| Republic 25W | | 165° | | S 36x5 | S 36x10 | Wau CU | 4-4⅜x5¾ | 30.6 | L | PC | Wau | Own | Zen | V | Bos-A | A-L | D. Ful | Ful | U | 4 | U-M | Eat | I | D | 8.40 | 40.3 | B* | Eat | Jac | 144¾ | 89 | 5800 |
| Republic 65 | | 179° | | P 34x7 | DP34x7 | Lyc TS | 6-3⅞x5 | 36.2 | L | PS | Non | Own | Zen | V | A-L | A-L | D. Ful | Ful | U | 4 | U-M | Eat | R | F | 7.5 | 36.0 | G* | Eat | Han | 165 | 100½ | 6100 |
| Sanford S2T | | 141 | 160 | P 30x5 | DP30x5 | Bud | 6-3⅜x4½ | 27.3 | | FP | Non | | Str | P | | | D. B-L | 3-L | U | 3 | | | B | | | | E | | | 123½ | 69½ | |
| §Schacht LN6W | | 160 | 198 | S 36x5 | S 36x12 | Wau KU | 6-4¼x4¾ | 43.3 | L | PC | Han | Own | Zen | G | Bos-A | Non | D. B-L | Ful | A | 4 | Spi | Own | R | F | 10.3 | 65.0 | A‡ | Own | Own | 152 | 95 1/16 | 7500 |
| Selden Roadmaster 47 | | 165 | 180 | P 32x6 | DP32x6 | Con 6B | 6-3¾x5 | 33.7 | L | FP | Non | Own | S r | V | D-R | Bos-A | D. B-L | 3-L 35 | U | 4 | | Cla 720 | S | ½ | Opt | Opt | A‡ | Shu | Ros | 168 | 97 | 5500 |
| Sterling DW14-64 | | 163 | 177 | S 36x4 | S 36x8 | Own 6XK | 6-3⅜x4½ | 33.7 | L | PC | Wau | Own | Zen | V | Eis | L-N | D. B-L | 3-L 51 | U | 4 | Spi | Tim 65600 | W | F | 9.25 | 49.4 | B* | Tim 15300 | Ros | 149¾ | 85¾ | 5625 |
| *Stewart 19X | 3490 | 165 | 220 | S 36x5 | S 36x10 | Lyc TS | 6-3⅞x5 | 36.2 | L | PS | Han | Mod | Str | V | D-R | D-R | D. Ful | Ful | U | 4 | Spi | Tim | W | F | 7.25 | 43.2 | E | Sal | Ros | 136¼ | 79½ | 6385 |
| §Studebaker 76 Spec | 2775 | 184 | | B 32x6.75 | B 32x6.75 | Own | 6-3⅞x5 | 36.2 | L | PC | Non | Lon | B&B | | D-R | D-R | D. Lon | Ful | U | 3 | Spi | Eat | S | ½ | 5.3 | 20.8 | G* | Tor | Ros | | | 4765 |
| United 40D | | 124 | | P 34x7 | DP34x7 | Her OX | 4-4x5 | 25.6 | L | PC | Non | Per | Zen | G | Eis | A-L | D. B-L | 3-L 35 | U | 4 | Blo | Wis 6600 | R | F | 7.75 | 41.46 | A* | Shu 510 | Ros | 70⅜ | 54½ | 5200 |
| U. S. 30 | 3375 | Opt | 215 | S 36x5 | S 36x10 | Bud DW | 6-3¾x5 | 33.7 | L | PC | Non | Own | Str | V | A-L | A-L | D. B-L | 3-L 51 | A | 4 | Blo | Tim 65700SP | W | F | 8.5 | 45.5 | B* | Shu 5550 | Ros | 149 | 95 | 6300 |
| U. S. 31 | 3275 | 156 | 179 | S 36x5 | S 36x10 | Bud EBU-I | 4-4¼x5½ | 28.9 | L | PC | | Own | Str | V | Spl | A-L | D. B-L | 3-L 51 | A | 4 | Blo | Tim 65700SP | W | ½ | 8.5 | 45.5 | B* | Shu 5550 | Lav | 160 | 101 | 6000 |
| Valley | | Opt | | S 36x5 | DS36x5 | Her K | 4-4¼x5¾ | 28.9 | L | PC | | Chi | Str | V | D-R | D-R | D. Ful | Ful GU | U | 4 | Spi | Wis | R | F | 7.75 | 41.46 | A | Shu | Ros | | | 6340 |
| Ward La France 2B | | Opt | | S 36x5 | DS36x5 | Wau CU | 4-4⅜x5¾ | 30.6 | L | PC | Wau | Own | Str | G | Apo | A-L | D. B-L | 3-L 51 | A | 4 | Spi | Tim | W | F | 7.25 | 38.8 | A‡ | Tim | Ros | | | 5900 |
| Ward La France 2B6 | | Opt | | P 36x6 | DP36x6 | Wau 6XU | 4-4¼x4¾ | 43.3 | | FP | Wau | Own | Zen | V | Bos-R | A-L | D. B-L | 3-L 51 | A | 4 | Spi | Tim | W | F | 7.25 | 38.8 | B‡ | Shu 5550 | Ros | | | |
| *White 58 | 4400 | 180° | 195 | S 36x5‡ | DS36x5‡ | OwnGRB-I | 4-4¼x5¾ | 28.9 | L | FP | Own | Own | Zen | V | L-N‡ | L-N‡ | P. Own | Own 2B1 | U | 4 | Spi | Own | R | F | 7.6 | 49.7 | B* | Own | Own | 148½ | | 7535 |
| Witt Will SS | 3740 | 168° | 172 | S 36x4‡ | S 36x10 | Con K4 | 4-4½x5¼ | 27.2 | L | FP | Pie | Own | Zen | V | Eis | D-R | D. B-L | B-L 55 | U | 4 | Spi | Tim 65700D | W | F | 9.25 | 40.0 | A* | Tim 15300 | Ros | 136⅜ | 79⅛ | 5700 |
| Witt Will S-L | 4750 | Opt | | S 36x5 | S 36x10 | Con L4 | 4-4½x5½ | 32.4 | L | FP | Pie | Own | Zen | V | Eis | D-R | D. B-L | B-L 55 | U | 4 | Spi | Tim 66600 | W | F | Opt | Opt | A* | Tim 16600 | Ros | | | 5850 |
| Woods 52 W 6 | | 160 | 183 | P 34x7 | P 36x8 | Bud DW6 | 6-3¾x5 | 33.7 | L | PC | Non | Chi | Zen | V | D-R | D-R | D. B-L | B-L 55 | A | 7 | The | Tim | W | F | 7.75 | | A* | Shu | Ros | 141 | 105 | 6000 |
| **3½ Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Acme 74 | | 173 | 193⅝ | S 36x5 | S 36x10 | Con L4 | 4-4½x5½ | 32.4 | L | FP | Pie | Per | Zen | V | Eis | A-L | D. B-L | B-L 60 | A | 8 | Blo | Tim 65704 | W | F | 8.5 | 53.55 | A* | Tim 15300 | Ros | 152⅜ | 93⅞ | 6250 |
| Acme 76 | | 179⅜ | 200 | S 36x5 | S 36x10 | Con 8T | 6-4⅛x5¼ | 40.8 | L | FP | Pie | Per | Zen | V | Eis | A-L | D. B-L | B-L 60 | A | 8 | Blo | Tim 65704 | W | F | 7.75 | 48.8 | A* | Tim 15300 | Ros | 152⅜ | 93⅞ | 6450 |
| American La France Y | 4950 | Opt | 200 | S 36x5 | DS36x5 | Own 3R | 4-4¼x6 | 28.9 | L | PS | Own | Bus | Zen | V | Bos-A | Bos A‡ | D. Own | Own 3R | A | 4 | Own | Own 5R | W | F | 8.8 | 47.8 | B* | Own 3R | | 145¼ | 91¼ | 8600 |
| Autocar H | | 114° | 196 | S 34x5 | S 36x10 | Own Y | 4-4¼x5½ | 28.9 | L | SP | Pha | G&O | Str | G | Bos-A | L-N‡ | P. Own | Own J | A | 4 | Spi | Own J | R | F | 8.72 | 63.6 | A* | Own J | Ros | 131 | 76 | 6000 |
| Biederman | | 180° | 220 | S 36x6 | S 36x12 | Con 6B | 6-3¾x5 | 33.7 | L | PC | Han | Own | Zen | G | D-R | D-R | D. B-L | B-L 51 | U | 4 | Spi | Tim | W | F | 9.5 | 52.0 | A* | Shu | Ros | 164 | | 7000 |
| Clinton 85-6 | | 190 | Opt | P 34x7 | DP34x7 | Bud BUS | 6-4x5⅛ | 38.4 | L | FP | Non | Own | Str | V | Spl | D-R | B-L | B-L 55 | A | 4 | Blo | Tim 65600SP | W | F | 7.75 | 73.6 | B* | Tim 15302 | Ros | Opt | Opt | 5975 |
| Clydesdale 4 | | 177° | | S 36x6 | DS40x6 | Con B5 | 4-4¾x6 | 36.0 | L | FP | Own | Own | Zen | V | Bos-A | Bos A* | D.B-L | B-L 60 Max | A | | Spi | Tim 6666 | W | F | 10.3 | 98.16 | A* | Tim 16303 | Ros | | | 7500 |
| Clydesdale 4X | | 177° | | S 36x5 | DS40x5 | Con L4 | 4-4½x5½ | 32.4 | L | FP | Own | Own | Zen | V | Bos-A | Bos A* | D. B-L | B-L 60 Max | A | 7 | Spi | Tim 6666 | W | F | 10.3 | 98.16 | A* | Tim 16303 | Ros | | | 7300 |
| Commerce 70Z | | 175 | | S 36x6 | S 36x12 | Bud BA6 | 6-4⅛x5⅛ | 40.8 | L | PC | Non | Own | Zen | V | A-L | A-L | Own | B-L 60 | A | 7 | Blo | Tim 66700D | W | F | 10.33 | 98.2 | A | Tim 16302 | Ros | | | 8200 |
| Defiance B3 | | 160 | 210 | P 32x6 | DP32x6 | Con 6B | 6-3¾x5 | 33.7 | L | FP | Non | Own | Zen | V | Bos-A | Bos-A | D. Ful | Ful GU12 | U | 4 | Spi | Wis 8817A | R | F | 7.24 | 34.7 | A* | Tim | Ros | 138 | 75½ | 6500 |
| Diamond T K2 | | 170 | | S 36x5 | DS36x5 | Her L | 4-4½x5¾ | 32.4 | L | PC | Pie | G&O | Str | G | Apo | A-L | D. Cov | Cov SB | A | 4 | Spi | Tim 66600D | W | F | 10.33 | 52.4 | A* | Tim 17300 | Ros | | | 7900 |
| Diamond T K36 | | 171½ | | S 36x5 | S 36x10 | Her YXC | 6-4⅜x4¾ | 45.9 | L | PC | K.P. | G&O | Zen | G | | A-L | D. Cov | Cov | A | 4 | Spi | Tim | W | F | 10.3 | 52.2 | A* | Tim | Ros | | | 8300 |
| Dixon | 4500 | 160 | | S 36x5 | S 36x10 | Her G | 4-4¾x5¾ | 36.1 | L | PC | Pie | G&O | Zen | V | Eis | D-R | D. Ful | Ful | U | 4 | Spi | Tim 6666 | W | F | 8.75 | 45.0 | A | Shu 610 | Ros | | | 6600 |
| Duplex EF | | 130 | | S 36x8 | S 36x8 | Bud EBU-I | 4-4¼x5½ | 28.9 | L | PS | Non | Lon | Zen | V | Eis | A-L | D. B-L | B-L | I | 8 | Pet | Own | I | | 8.00 | 86.0 | A* | Own | Woh | | | 6500 |
| Federal 3C6 | | 190 | | P 34x7 | DP34x7 | Con 20R | 6-4½x4¾ | 40.8 | I | PC | Con | Lon | Zen | V | D-R | D-R | P. B&B | B-L 55 | A | 7 | Pet | Tim 65704SP | W | F | 6.8 | 64.12 | B | Own | Gem | | | 6700 |
| Federal UL7 | | 163 | 199 | S 36x5 | S 36x10 | Con 14 | 4-4½x5½ | 32.4 | L | FP | Pie | Own | Zen | G | Eis | D-R | P. B&B | B-L 55 | A | 7 | Pet | Tim 65704SP | W | F | 8.5 | 80.75 | B | Own | Gem | 126 | 85¾ | 6600 |
| F.W.D.M. | 5000 | 124 | 156 | S 36x8 | S 36x10 | Own B | 6-4⅜x5½ | 36.1 | T | PC | Pie | MeC | Str | G | Eis | N.E. | O. H-S | Cot DAF | A | 3 | Own | Own | B | F | 8.9 | 35.6 | B | Own | Ros | 130 | 93 | 7600 |
| Garford 70Z | | 175 | | S 36x6 | S 36x12 | Bud BA6 | 6-4½x5½ | 40.8 | L | PC | Non | Own | Zen | V | A-L | A-L | Own | B-L 60 | A | 7 | Blo | Tim 66700D | W | F | 10.33 | 98.2 | A | Tim 16302 | Ros | | | 8200 |
| General Motors K- | 4690 | 160° | | S 36x5 | S 40x12 | Own 89 | 4-4½x6½ | 32.4 | L | FP | K.P. | MeC | Mar | G | Eis | D-R | D. Own | Own | A | 7 | Own | Tim 66600 | W | F | 8.75 | 75.5 | A‡ | Tim 16380A | Own | | | 8235 |
| Gramm Bernstein 30 | | 150 | 168 | S 36x5 | DS36x5 | Con L4 | 4-4½x5½ | 32.4 | L | PC | Pie | Own | Str | G | Eis | A-L | D. Ful | Ful G7 | A | 8 | Own | She | W | ½ | 7.75 | 63.7 | B* | She | Ros | 130 | 81¼ | 6560 |
| Graas Premier 55-6 | | 164° | | P 32x6 | P 36x8 | Lyc TS | 6-3⅞x5 | 36.2 | L | PC | Non | Chi | Str | V | A-L | A-L | D. B-L | B-L 51 | U | 4 | M.M. | Tim 6566SP | W | F | 7.25 | | G | Shu 5550 | Ros | | | 4900 |
| Hahn 76 | | 196 | 218 | P 34x7 | DP34x7 | Her YXC | 6-4⅜x4¾ | 45.9 | L | PC | Han | Chi | Zen | V | Bos-R | L-N | D. B-L | B-L 51 | U | 4 | Spi | Tim 65706D | W | F | 7.25 | 38.7 | A‡ | Tim 15302 | Ros | 180 | 113 | 5600 |
| Harvey WHC | 4250 | 156 | 175 | S 36x6‡ | S 36x12 | Bud YBU-I | 4-4½x6 | 32.4 | L | PC | MeC | Own | Str | G | Eis | Non | D. B-L | B-L 60 | A | 8 | Spi | Tim 66600 | W | F | 10.3 | 84.5 | A* | Tim 16300 | Ros | 117¼ | 80¾ | 8950 |
| *Hug 90 | | 127½ | 127 | P 38x7 | DP38x7 | Bud DW-6 | 6-3¾x5 | 33.7 | L | PC | Han | You | Zen | V | Eis | D-R | D. B-L | B-L 55 | A | 7 | Blo | Wis 1255K | R | F | 8.9 | 84.9 | A | Shu 610 | Ros | 78 | 57⅛ | 6850 |
| Indiana 136 | | 162½ | 198½ | S 36x5 | S 36x12 | Her L | 6-3¾x5 | 33.7 | L | PC | Pie | MeC | Str | V | Eis | A-L† | P. B&B | B-L 55 Max | A | 7 | Spi | Tim 65700D | W | F | 8.5 | 80.7 | B* | Shu 5550 | Ros | 138 | 83 | 7400 |
| Indiana 636 | | 168½ | 204½ | S 36x5 | S 36x12 | Wis H | 4-4½x5¾ | 32.4 | H | FP | K.P | MeC | Str | V | Eis | A-L† | P. B&B | B-L 55 Max | A | 7 | Spi | Tim 65700D | W | F | 7.75 | 73.6 | B* | Shu 5550 | Ros | 132 | 83 | 7625 |

| | | |

Key of abbrevlations, page 48

| Trade Name and Model | General | | | | | Engine | | | | | | | | Electrical System | | Clutch | Gearset | | | | Rear Axle | | | Gear Ratios | | | Front Axle Make and Model | Steering Gear (Make) | Standard Wheelbase | | Chassis Weight (lbs.) (stripped) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Chassis Price | Standard Wheelbase (inches) | Maximum Wheelbase furnished | Tire Size Front (inches) | Tire Size Rear (inches) | Make and Model | Number of Cylinders Bore and Stroke | N.A.C.C. Rated H.P. | Valve Arrangement | Oiling System | Governor (Make) | Radiator (Make) | Fuel System Carburetor (Make) | Fuel System Fuel Feed | Ignition System (Make) | Generator and Starter (Make) | Type and Make | Make and Model | Location | No. of Forward Speeds | Universals (Make) | Make and Model | Final Drive | Type | Total Reduction in High | Total Reduction in Low | Brakes, Location | | | Cab to rear of frame | Cab to rear axle | |
| **4 Ton—Cont'd** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service 80Z | .... | 175 | .... | S 36x6 | S 36x14 | Bud BA6 | 6-4½x5½ | 40 | 8 | L | PC | Non | Own | Zen | V | A-L | A-L | Own | B-L 60 | A | 7 | Blo | Tim 66700D | W | F | 10.33 | 98.2 | A | Tim 16302 | Ros | | | 8400 |
| Sterling DC21-44 | .... | 160 | 174 | S 36x5 | S 36x12 | Own CU | 4-4¾x3¾ | 30 | 6 | L | PC | Wau | Own | Zen | V | Eis | L-N | D. B-L | 3-L 51 | U | 4 | Spi | Own | C | D | 9.3 | 50.1 | D* | Tim 15300 | Ros | 147¼ | 86¼ | 7080 |
| *Stewart 22 | 4200 | 165 | 220 | S 36x5 | S 36x12 | Lyc TS | 6-3⅞x5 | 36 | 2 | L | PC | Non | Own | Str | G | D-R | D-R | D. Ful | Ful | A | 4 | Spi | Tim | W | F | 10.5 | 80.75 | A | Sal | Ros | 136¼ | 79½ | 7224 |
| United 40D | .... | 124¼ | .... | P 34x7 | DP34x7 | Her OX | 4-4x5 | 25 | 6 | L | PC | Non | Per | Str | G | Eis | A-L | D. B-L | 3-L 35 | U | 4 | Blo | Wis 6600 | R | F | 7.75 | 41.46 | A* | Shu 510 | Ros | 70⅝ | 51½ | 5100 |
| U. S. 40 | 4050 | 168° | 185 | S 36x6 | S 36x12 | Bud YBU-I | 4-4½x6 | 32 | 4 | L | PC | Mon | Own | Str | V | Spl | A-L | D. B-L | 3-L 55 | A | 4 | Blo | Tim 66700D | W | F | 10 3 | 54 8 | B‡ | Tim 16300 | Liv | 156 | 104 | 7900 |
| Ward La France 4D | .... | Opt | .... | S 36x5 | DS36x6 | Wau DU | 4-4½x6¼ | 32 | 4 | L | PC | Wau | Own | Zen | G | Bos-R | A-L | D. B-L | 3-L 60 Max | A | 7 | Spi | Tim 66303 | W | F | 9.5 | 90.2 | B‡ | Tim 16300 | Ros | | | 8750 |
| Ward La France 4D6 | .... | Opt | .... | S 36x5 | DS36x6 | Wau 6KU | 6-4¼x4¾ | 43 | 3 | L | PC | Wau | Own | Zen | V | Bos-R | A-L | D. B-L | 3-L 60 Max | A | 7 | Spi | Tim 66303 | W | F | 9.5 | 90.2 | B‡ | Tim 16300 | Ros | | | 8750 |
| Witt-Will A | .... | 172° | 192 | S 36x6 | DS40x6 | Con B5 | 4-4¾x6 | 36 | 1 | L | PC | Pie | Own | Zen | G | Eis | D-R | D. B-L | B-L 60 | A | 4 | Spi | Tim 67600 | W | F | 10 2 | 53 3 | A* | Tim 1732B | Ros | 139 | 89 | 9200 |
| **4½ Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Case 90L | .... | 179⅝ | .... | S 36x5 | S 40x12 | Con B7 | 4-5x6 | 40 | 0 | L | FP | Pie | Per | Zen | V | Eis | A-L | D. B-L | 3-L 60 | A | 8 | Blo | Tim 66600 | W | F | 8.75 | 82 08 | A | Tim 16303 | Ros | | | 7900 |
| Republic 30 | .... | 170° | .... | S 36x5 | S 36x12 | Con L4 | 4-4½x5½ | 32 | 4 | L | FP | Phn | Own | Zen | V | Bos-A | A-L | D. Ful | Ful | U | 4 | U.M | Eat | I | D | 10 2 | 49.2 | B | Wis | Han | | | 6700 |
| Republic 30W | .... | 170° | .... | S 36x5 | S 36x12 | Wau 36x12 | 4-4⅜x5¾ | 30 | 6 | L | PC | Wau | Own | Zen | V | Bos-A | A-L | D. Ful | Ful | U | 4 | U.M | Eat | I | D | 10 2 | 49.2 | B | Wis | Han | 145¾ | 90 | 6700 |
| **5 Ton** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Acorn 100 | 4800 | 160 | .... | S 36x6 | S 40x14 | Bud YBUI | 4-4½x6 | 32 | 4 | L | PC | McC | Chi | Zen | G | Bos-R | . . | D. Ful | B-L 60 | U | 8 | Pet | Tim 67700 | W | F | Opt | Opt | A | Tim 1632 | Ros | .... | .... | 9000 |
| Amer. La France V | 5500 | Opt | Opt | S 36x6 | DS40x6 | Own 5R | 4-4¾x6 | 36 | 1 | L | PS | Own | Bus | Zen | V | Bos-A | Bos A‡ | D. Own | Own 5R | A | 4 | Own | Own 5R | W | F | 10 0 | 54 4 | B* | Own 5R | .... | Opt | Opt | 9600 |
| Atterbury 24E | .... | 174° | 204 | S 36x6 | DS40x7 | Con B7 | 4-5x6 | 40 | 0 | L | FP | Pie | Fed | Zen | V | A-L | Bos-A | D. B-L | B-L 60 Max | A | 7 | Spi | Tim | W | F | 11 6 | 110 7 | A* | Tim | Gem | 159¾ | 89¼ | 10225 |
| Autocar M | .... | 120° | 198 | S 34x6 | S 36x12 | Own M | 4-4½x5½ | 32 | 4 | L | SP | Pha | G&O | Str | G | Bos-A | L-N‡ | P. Own | Own B | A | 4 | Spi | Own M | R | F | 9 89 | 72 1 | A* | Own Y | Ros | 140 | 81 | 7200 |
| Biederman | .... | 180° | 200 | S 36x7 | S 36x14 | Con 7T | 6-4¼x6 | 43 | 3 | L | PC | Han | Own | Zen | G | D-R | D-R | D. B-L | B-L 60 | U | 7 | Spi | Tim | W | F | 11 5 | 60 6 | A* | Shu | Ros | 164 | | 9200 |
| Brockway T | .... | 175° | 205⅜ | S 36x6 | S 40x14 | Con B7 | 4-5x6 | 40 | 0 | L | FP | K.P | Bus | Zen | V | Eis | L-N | D. B-L | B-L 60 | A | 4 | Spi | Tim 68703S | W | F | 10 0 | 53 5 | B* | Tim 17300 | Ros | 182 | 105½ | 10065 |
| Brockway T-18 | .... | 178° | 208¼ | S 36x6 | S 40x14 | Con B7 | 4-5x6 | 40 | 0 | L | FP | K.P. | Bus | Zen | V | Eis | L-N | D. B-L | 3-L 60 Max | A | 7 | Spi | Tim 68703S | W | F | 10 0 | 95 0 | B* | Tim 17303 | Ros | 188 | 103½ | 10503 |
| Chicago 50EU7 | .... | 1878⅛ | 2235⅛ | S 36x6 | S 40x12 | Wau 4U | 4-5x6¼ | 40 | 0 | L | PC | Wau | Chi | Zen | G | Apo | Non | D. B-L | B-L 60 Max | A | 7 | Pet | Tim 6760D | W | F | 9 1 | 110 8 | A | Tim 17303 | Ros | 167⅛ | 111⅛ | 8850 |
| Chicago 50 EU4 | .... | 183° | 2203¾ | S 36x6 | S 40x12 | Wau EU | 4-5x6¼ | 40 | 0 | L | PC | Wau | Chi | Zen | G | Apo | Non | D. B-L | B-L 60 | A | 4 | Pet | Tim 6760D | W | F | 11 6 | 62 4 | A* | Tim 17303 | Ros | 164⅛ | 103⅛ | 8770 |
| *Clinton 120L | .... | 204 | Opt | S 36x6 | DS36x7 | Bud BTU | 4-5x6½ | 40 | 0 | L | PC | Wau | Own | Zen | V | Spl | Bos-A | D. B-L | B-L 60 | A | 4 | Blo | Tim 67700 | W | F | 8 80 | 47 1 | A* | Tim 17303 | Ros | Opt | Opt | 9550 |
| *Clinton 120LM | .... | 204 | Opt | S 36x6 | DS36x7 | Bud BTU | 4-5x6½ | 40 | 0 | L | FP | Wau | Own | Zen | V | Spl | Bos-A | D. B-L | B-L 60 Max | A | 7 | Blo | Tim 67700 | W | F | 8 80 | 83 6 | A* | Tim 17303 | Ros | Opt | Opt | 9650 |
| Clydesdale 2 | .... | 176° | .... | S 36x7 | DS40x7 | Con B7 | 4-5x6 | 40 | 0 | L | FP | Own | Own | Zen | V | Bos-A | Bos A* | D. B-L | 3-L 60 Max | A | 7 | Spi | Tim 6760 | W | F | 11 6 | 110 8 | A* | Tim 17303 | Ros | .... | .... | 9750 |
| Coleman 4 | .... | 144 | 190 | P 42x9 | P 42x9 | Bud YBU-I | 4-4½x6 | 32 | 4 | L | FP | . . | . . | R-T | Str | V | D-R | D-R | D. Ful | Ful RU 16 | U | 8 | Spi | Wis 120JFF | R | F | 8 66 | 140 3 | E* | Wis 120JFF | Ros | 168 | 105 | 8750 |
| Coleman 6-O | .... | 144 | 190 | P 42x9 | P 42x9 | Bud BUS | 6-4x5⅛ | 38 | 4 | L | FP | . . . . | . . | R-T | Str | V | D-R | D-R | D. Ful | Ful RU16 | U | 8 | Spi | Wis 120JFF | R | F | 8 66 | 140 3 | E* | Wis 120JFF | Ros | 168 | 105 | 8750 |
| Coleman 6-OX | .... | 144 | 190 | P 42x9 | P 42x9 | Bud BUS | 6-4x5⅛ | 38 | 4 | L | FP | . . . . | . . | R-T | Str | V | D-R | D-R | D. Ful | Ful RU16 | U | 8 | Spi | Wis 120JFF | R | F | 8 66 | 140 3 | E* | Wis 120 JFF | Ros | 168 | 105 | 9660 |
| Corbitt 70 | .... | 178 | 230 | S 36x6 | DS40x6 | Con B7 | 4-5x6 | 40 | 0 | L | FP | Sim | Per | Zen | V | Eis | L-N‡ | D. B-L | B-L 60 Max | A | 7 | Spi | Tim 68700SP | W | F | 10 0 | 95 0 | A‡ | Tim 17303 | Ros | 164 | 108 | 9410 |
| Day-Elder L | .... | 170° | 196 | S 36x6 | DS40x7 | Bud BBU | 4-5x6½ | 40 | 0 | L | PC | Bud | Bus | Zen | V | Eis | D-R‡ | D. Ful | Ful H | A | 4 | Spi | Tim 67700D | W | F | 10 2 | 64 6 | A | Tim 17303 | Gem | 195½ | 111½ | 10000 |
| Denby 210 | .... | 170 | .... | S 36x6 | DS40x6 | Con B5 | 4-4¾x6 | 36 | 1 | L | PC | . . | Lon | Zen | G | Eis | . . | D. Ful | Ful HU | A | 4 | U-P | Cla | . . | D | 12 5 | 62 7 | . . | Tim | Ros | .... | .... | 8500 |
| Diamond T S3 | .... | 180 | .... | S 36x6 | DS40x6 | Bud BBU | 4-5x6½ | 40 | 0 | L | PC | Pie | G&O | Str | G | Apo | A-L | D. Cov | Cov SB | A | 4 | Spi | Tim 677000D | W | F | 11 66 | 59 1 | A* | Tim 17300 | Ros | .... | .... | .... |
| Dixon | 4800 | 160 | .... | S 36x5 | S 36x12 | Her G | 4-4¾x5¾ | 36 | 1 | L | PC | Pie | G&O | Zen | V | Eis | D-R | D. Ful | Ful | A | 8 | Spi | Tim 6666 | W | F | 8 75 | 137 0 | A | Shu 610 | Ros | .... | .... | 8100 |
| Douglas Six Wheeler | .... | 210 | .... | P 38x9 | P 38x9 | Bud BA6 | 6-4½x5½ | 40 | 8 | L | PC | Bud | Own | Zen | V | L-N | L-N | D. Ful | Ful HOG | A | 8 | Blo | Wis 7500 | W | F | 45 2 | 45 2 | A‡ | Shu 615 | Ros | 240 | 140 | 10000 |
| Douglas | .... | 185° | .... | S 36x6 | S 40x12 | Bud BBU | 4-5x6½ | 40 | 0 | L | PC | Non | Own | Zen | V | Eis | N-E | D. Ful | Ful HU | U | 4 | Blo | Wis 1450 | R | F | 9 12 | 57 5 | A‡ | Wis 50 | Ros | 216 | 130 | 9200 |
| Duplex M 5-7 | .... | Opt | .... | P 34x7 | DS36x7 | Bud GL6 | 6-4½x6 | 48 | 6 | L | FP | . . . . | . . | Mod | Str | V | Eis | A-L | D. B-L | B-L 70 | . . . . | 7 | Pet | Tim 68700 | W | F | Opt | Opt | A* | Shu | Ros | .... | .... | .... |
| Eagle 106 | .... | 144° | .... | S 36x6 | S 36x12 | Bud YTU | 4-4½x6 | 32 | 4 | L | PC | . . . . | Own | Zen | G | Eis | A-L‡ | D. B-L | B-L 60 | A | 7 | Pet | Wis 1450 | R | F | 10.4 | 115 0 | A* | Wis 30 | Ros | .... | .... | 8600 |
| General Motors K-102 | 5320 | 160° | .... | S 36x6 | S 40x14 | Own 89 | 4-4½x6½ | 32 | 4 | L | FP | K.P. | McC | Mar | V | Eis | D-R | D. Own | Own | A | 7 | Own | Tim 67600 | W | F | 10 0 | 86 3 | A‡ | Tim 1732 | Own | .... | .... | 9245 |
| Gotfredson 100 | .... | 169¼ | .... | S 36x6 | DS40x8 | Bud BBU | 4-5x6½ | 40 | 0 | L | PC | Pie | McC | Zen | V | Bos-R | D-R | D. B-L | B-L 60 Max | A | 7 | Spi | Tim 68700SP | W | F | 11 6 | 110 8 | B | Tim 17303 | Ros | .... | .... | 12000 |
| Gotfredson 106 | .... | 173⅜ | .... | S 36x7 | DS40x8 | Bud GL6 | 6-4½x6 | 48 | 6 | L | PC | Pie | McC | Zen | V | Bos-R | D-R | D. B-L | B-L 60 Max | A | 7 | Spi | Tim 68700SP | W | F | 11 6 | 110 8 | B | Tim 17303 | Ros | .... | .... | 12400 |
| Gramm 60 | 5370 | 153° | .... | S 36x6 | S 36x14 | Her G | 4-4¾x5¾ | 36 | 1 | L | PC | Pie | Own | Zen | V | A-L | A-L | D. Ful | Ful H | A | 8 | Blo | Wis 1700 | R | F | 7 33 | 133 4 | B* | Wis 30 | Ros | .... | .... | 8700 |
| Gramm 60 | 5650 | 153° | .... | S 36x6 | S 36x14 | Lyc TS | 6-3⅞x5 | 36 | 2 | L | FP | Han | Own | Zen | V | A-L | A-L | D. Ful | Ful H | A | 8 | Blo | Wis 1700 | R | F | 7 33 | 133 4 | B* | Wis 30 | Ros | .... | .... | 8700 |
| Gramm Bernstein 40 | .... | 156° | 176 | S 36x5 | DS36x5 | Con L4 | 4-4½x5½ | 32 | 4 | L | PC | Pie | Own | Str | G | Eis | A-L | D. Ful | Ful H1 | A | 8 | Own | She | W | ½ | 8 75 | 93 6 | B* | Shu 610 | Ros | 144 | 87¼ | 8360 |
| Gramm-Bernstein 50 | .... | 163° | 188 | S 36x6 | DS40x6 | Con B7 | 4-5x6 | 40 | 0 | L | PC | Pie | Own | Str | G | Eis | A-L | D. Ful | Ful H1 | A | 8 | Own | Wis 1010F | W | F | 11 75 | 125 7 | B | Shu 610 | Ros | 162 | 97 | 9700 |
| *Grass Premier 90 | .... | 160° | .... | S 36x5 | DS36x5 | Wau DU | 4-4½x6¼ | 32 | 4 | L | PC | Wau | Chi | Str | V | Eis | A-L | D. B-L | B-L 55 | A | 7 | Spi | Tim | W | F | 8 75 | 75.0 | G | Con 1803 | Ros | .... | .... | 6800 |
| *Grass Premier 90-6 | .... | 160° | .... | S 36x5 | DS36x5 | Wau 6AB | 6-4½x5¾ | 48 | 6 | L | PC | Wau | Chi | Str | V | Eis | A-L | D. B-L | B-L 55 | A | 7 | Spi | Tim 66700 | W | F | 8 75 | 75.0 | G | Con 1803 | Ros | .... | .... | 7200 |
| *Guilder K5 | 5250 | 170 | .... | S 36x6 | DS40x6 | Bud YTU | 4-4½x6 | 32 | 4 | L | PC | Pie | G&O | Zen | G | Eis | Non | D. B-L | B-L 60 | A | 4 | M-E | Wis 1600 | R | F | 9 00 | . . . . | B* | Shu 650 | Res | .... | .... | 8800 |
| Hahn R | .... | 162° | 200 | S 36x6 | S 40x12 | Con B5 | 4-4¾x6 | 36 | 1 | L | FP | Pha | Chi | Str | G | Bos-R | L-N | D. B-L | B-L 60 | U | 4 | Spi | Tim 6760 | W | F | 10.25 | . . . . | A | Tim 1632B | Ros | 164 | 94 | 8450 |
| Hendrickson V4 | 5300 | . . . . | . . . . | S 38x7 | S 40x14 | Wau EU | 4-5x6¼ | 40 | 0 | L | FP | Wau | Chi | Zen | G | Spl | . . . . | D. B-L | B-L 70 | A | 7 | Pic | Tim 67700D | W | F | . . . . | . . . . | A* | Tim 17303 | Ros | .... | .... | 9800 |
| Indiana 41 | .... | 172° | 196 | S 36x6 | S 40x12 | Her G | 4-4¾x5¾ | 36 | 1 | L | PC | Pie | Lon | Str | V | Eis | Opt | P. B&B | B-L 60 Max | A | 7 | Spi | Tim 68700SP | W | F | 10 0 | 95 0 | B* | Shu | Ros | 156 | 98¼ | 9600 |
| Int. Harvester 104C | .... | 154° | 200 | S 36x6 | S 40x14 | Own | 4-4¼x5 | 28 | 9 | SP | Own | Own | Zen | G | Bos-R | D-R‡ | D. Own | Own | U | . . | Own | Own | C | D | 10.6 | 86 0 | B* | Own | Own | 120 | 82 | 8900 |
| Int. Harvester 103 | .... | 160 | 185 | S 36x5‡ | S 40x14 | Own | 4-4¼x5 | 28 | 9 | H | SP | Own | Own | Own | G | Bos-R | D-R‡ | D. Own | Own 103 | U | 4 | Own | Own 103 | I | D | 11 0 | 65 0 | B* | Own 103 | Own | 145 | 83 | 7580 |
| Kelly Springfield KS50 | .... | 160 | .... | S 36x6‡ | S 40x14 | Own | 4-4½x6½ | 32 | 4 | T | PC | Pie | Lon | Zen | G | Eis | A-L | P. B&B | B-L 60 Max | A | 7 | Pet | Tim 67600 | W | F | 11 66 | 110 77 | A | Own | Ros | .... | .... | 9800 |
| Kenworth S | 5250 | 178 | 175 | S 36x6 | S 40x14 | Bud BTU | 4-5x6½ | 40 | 0 | L | PC | Pie | Own | Zen | V | Bos-R | D-R | D. B-L | B-L 60 Max | A | 7 | Spi | Tim 68703SP | W | F | 8 75 | 89 0 | B* | Tim 17303 | Ros | 126 | 93 | 9700 |
| Kissel Goliath | .... | 168 | .... | S 36x6 | S 40x14 | Wau DU | 4-4½x6¼ | 32 | 4 | L | PC | Pie | McC | Str | V | Eis | . . . . | P. B-L | Ful H | A | . . | Spi | Tim 17300 | W | ½ | 11 75 | 73.6 | A* | Tim 67703 | Ros | .... | .... | 8800 |
| Kleiber | 5400 | 185 | .... | S 36x6‡ | S 40x14‡ | Con B5 | 4-4¾x6 | 36 | 1 | L | FP | Non | R-T | Str | V | Bos-R | Non | D. B-L | B-L 60 | A | 4 | Spi | Tim 6760 | W | F | 10.3 | 54.8 | A | Tim 1730 | Ros | .... | .... | 10400 |
| Luedinghaus | .... | 160° | 186 | S 36x6‡ | S 40x6‡ | Wau EU | 4-5x6¼ | 40 | 0 | L | PC | Wau | Own | Zen | G | Eis | Opt‡ | D. B-L | B-L 60 | A | 4 | Spi | Tim 67600 | W | F | 11.6 | . . . . | A* | Shu | Ros | 144 | 90 | 9500 |
| Maccar G1 | .... | 186 | 204 | S 36x6 | DS40x6 | Wis RBU | 4-5x6 | 40 | 0 | L | PC | Pie | Own | Str | V | Eis | D-R | D-R | B-L 60 | A | 4 | Spi | Tim 6760D | W | F | 10.2 | 54.8 | A* | Tim 17303 | Ros | 180 | 101⅜ | 8975 |
| Mack AC | 4950 | 168° | .... | S 36x5 | DS40x5 | Own AC | 4-5x6 | 40 | 0 | L | PS | Own | Own | Str | G | Spl | N-E‡ | P. Own | Own AC | A | 4 | Spi | Own AC | C | D | *7.54 | 48.4* | D* | Own AC | Own | .... | .... | .... |
| Mack AK | 4850 | 174° | .... | S 36x5 | DS36x5 | Own AK | 4-4⅝x6 | 34 | 2 | L | PS | Own | Own | Str | G | Spl | N-E‡ | P. Own | Own AK | A | 4 | Spi | Own AK | R | F | *6.91 | 45.3* | G‡ | Own AK | Own | .... | .... | .... |
| Master 64 | .... | 170° | .... | S 36x6 | S 40x14 | Bud BTU | 4-5x6½ | 40 | 0 | L | PC | Pie | Chi | Zen | V | Opt | Non | D. Ful | Ful H | A | 10 | Spi | Tim 6766 | W | F | Opt | Opt | A‡ | Tim | Ros | .... | .... | .... |
| Moreland H6 | 4800 | 156° | .... | S 36x5 | S 36x10 | Her YXC | 6-4⅜x4¾ | 45 | 9 | L | . . | Non | Lon | Zen | O | A-L | A-L | D. Own | B-L 55 | A | 7 | . . | Tim 66702W | W | F | 8.66 | 82.33 | A | Tim 16300 | Ros | .... | .... | 8000 |
| Oshkosh F | 5180 | 146 | 146 | S 36x8‡ | S 36x12‡ | Wau EU | 4-5x6¼ | 40 | 0 | L | PC | Wau | Own | Zen | V | Opt | Non | D. Ful | Ful HU | U | 4 | Blo | Own | B | F | 7.90 | 47.4 | B* | Own | Han | 104¼ | 72¼ | 8350 |
| Pierce-Arrow RD | 5400 | 162 | 198 | S 36x6 | DS36x7 | Own RD | 4-4½x6¾ | 32 | 4 | T | FP | Own | Own | Str | P | D-R | D-R | D. Own | Own RD | A | 4 | Spi | Own RD | W | F | 7.8 | 40.4 | B* | Own RD | Own | 139¼ | 78¾ | 8750 |

| | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Gramm 60-15 ton** | 5370 | 153° | ..... | S | 36x6 | **S 36x14** | **Her G** | **4-4¾x5¾** | 36.1 | L | PC | Pie | Own | Zen | V | A-L | A-L | D. Ful | Ful H | A | 8 | Blo | Wis 1700 | R | F | 7.33 | 133.4 | B* | Wis 30 | Ros | ..... | ..... | 8700 |
| **Gramm 60-15 ton** | 5650 | 153° | ..... | S | 36x6 | **S 36x14** | **Lyc TS** | **6-3¾x5** | 36.2 | L | FP | Han | Own | Zen | V | A-L | A-L | D. Ful | Ful H | A | 8 | Blo | Wis 1700 | R | F | 7.33 | 133.4 | B* | Wis 30 | Ros | ..... | ..... | 8700 |
| **Harvey WTT 6 ton** | 3500 | 125 | 125 | S | 36x5 | S 36x10 | Bud EBU-I | 4-4¼x5½ | 28.9 | L | PC | MeC | Own | Str | G | Bos-R | Non | D. B-L | B-L 55 | A | 7 | Spi | Tim 65700 | W | F | 10.3 | 98.15 | A* | Tim 15300 | Ros | 82 | 52 | 6950 |
| **Harvey WHT 10 ton** | 4250 | 125 | 130 | S | 36x6 | S 36x12 | Bud YBU-I | 4-4½x6 | 32.4 | L | PC | MeC | Own | Str | G | Bos-R | Non | D. B-L | B-L 60 | A | 7 | Spi | Tim 66600 | W | F | 10.3 | 98.15 | A* | Tim 16300 | Ros | $87\frac{3}{4}$ | $55\frac{3}{4}$ | 8900 |
| **Int. Harvester 43** | ..... | 115 | 115 | S | 36x4 | S 36x7 | Own 43 | 4-3¾x5 | 22.5 | H | SP | Own | Own | Own | G | Bos-R | Opt | D. Own | Own | U | 4 | Own | Own 43 | I | D | 9.00 | 51.1 | B* | Own 43 | Own | 80 | 45 | 4760 |
| **Int. Harvester 63** | ..... | 120 | 120 | S | 36x5 | S 36x8 | Own 63 | 4-4¼x5 | 28.9 | H | SP | Own | Own | Own | G | Bos-R | Opt | D. Own | Own | U | 4 | Own | Own 63 | I | D | 9.00 | 53.1 | B* | Own 63 | Own | 84 | 48 | 5600 |
| **Int. Harvester 103** | ..... | 134 | 134 | S | 36x5 | S 40x14 | Own 103 | 4-4¼x5 | 28.9 | H | SP | Own | Own | Own | G | Bos-R | Opt | D. Own | Own | U | 4 | Own | Own 103 | I | D | 11.00 | 64.9 | B* | Own 103 | Own | 100 | 62 | 7435 |
| **Int. Harvester 54C** | ..... | 122 | 122 | S | 36x5 | S 36x10 | Own | 4-4¼x5 | 28.9 | H | SP | Own | Own | Zen | G | Bos-R | Opt | D. Own | Own | U | 4 | Own | Own | C | D | 8.15 | 48.0 | B* | Own | Own | 78 | 49 | 6000 |
| **Int. Harvester 74C** | ..... | 137 | 137 | S | 36x6 | S 36x12 | Own | 4-4¼x5 | 28.9 | H | SP | Own | Own | Zen | G | Bos-R | Opt | D. Own | Own | U | 8 | Own | Own | C | D | 10.6 | 86.0 | B* | Own | Own | 92 | 64 | 8315 |
| **Mack AB 5-6 Ton** | 3400 | $122\frac{1}{2}$ | ..... | S | 36x4 | DS36x4 | Own AB | 4-4¼x5 | 28.9 | L | PS | Own | Own | Str | G | Spl | N-E‡ | D. Own | Own AB | U | 4 | Spi | Own AB | C | D | 10.5* | 51.1* | B* | Own AB | Own | ..... | ..... | ..... |
| **Mack AC 7-10 Ton** | 4950 | 128 | ..... | S | 34x5 | DS36x5 | Own AC | 4-5x6 | 40.0 | L | PS | Own | Own | Str | G | Spl | N-E‡ | P. Own | Own AC | J | 4 | Spi | Own AC | C | D | 9.1 | 58.0* | D* | Own AC | Own | ..... | ..... | ..... |
| **Mack AC 11-14 Ton** | 5500 | 128 | ..... | S | 34x6 | DS36x6 | Own AC | 4-5x6 | 40.0 | L | PS | Own | Own | Str | G | Spl | N-E‡ | P. Own | Own AC | J | 4 | Spi | Own AC | C | D | 9.7 | 62.2* | D* | Own AC | Own | ..... | ..... | ..... |
| **Mack AC 15 Ton** | 6000 | 128 | ..... | S | 34x7 | DS36x7 | Own AC | 4-5x6 | 40.0 | L | PS | Own | Own | Str | G | Spl | N-E‡ | P. Own | Own AC | J | 4 | Spi | Own AC | C | D | 11.5 | 73.5* | D* | Own AC | Own | ..... | ..... | ..... |
| **Pierce-Arrow XB** | 3750 | 140 | 140 | S | 36x5 | S 36x5 | Own XB | 4-4x5½ | 25.6 | T | FP | Own | Own | Str | P | D-R | D-R | D. Own | Own XB | A | 4 | Spi | Own XB | W | $1\frac{1}{2}$ | 9.25 | 50.2 | A* | Own | Own | $99\frac{1}{8}$ | $70\frac{3}{4}$ | 6180 |
| **Pierce Arrow RD** | 5400 | 133 | 133 | S | 36x6 | S 36x6 | Own RD | 4-4½x6¾ | 32.4 | T | FP | Own | Own | Str | P | D-R | D-R | D. Own | Own RD | A | 4 | Spi | Own RD | W | F | 7.8 | 41.5 | B* | Own | Own | $92\frac{1}{4}$ | $63\frac{3}{4}$ | 8650 |
| **Pierce-Arrow RF** | 5600 | 132 | 132 | S | 36x6 | S 36x7 | Own RF | 4-4½x6¾ | 32.4 | T | FP | Own | Own | Str | P | D-R | D-R | D. Own | Own RF | A | 4 | Spi | Own RF | W | F | 10.0 | 51.9 | B* | Own | Own | $92\frac{1}{4}$ | $63\frac{3}{4}$ | 9340 |
| **Saurer** | 6000 | Opt | 142 | S | 40x6 | DS40x7 | Own | 4-4¾x3⅞ | 29.3 | L | PS | Own | Own | Own | G | Sei | Opt | K. Own | Own | U | 4 | Own | Own | B | F | 7.87 | 50. | B | Own | Own | 104 | 68 | 7500 |
| **Schacht 5 Ton** | ..... | 130 | ..... | S | 34x5 | S 34x10 | Wau XK | 6-3¾x6⅝ | 33.7 | L | PC | ..... | Own | Zen | G | L-N | L-N | D. Ful | Ful | U | 4 | Spi | Own | R | F | 9.42 | 45.22 | A | Own | Ros | ..... | ..... | 6200 |
| **Schacht 7 Ton** | ..... | 130 | ..... | S | 36x5 | S 36x12 | Wau KU | 6-4¼x4¾ | 43.3 | L | PC | ..... | Own | Zen | G | Bos-A | Non | D. B-L | Ful | U | 4 | Spi | Own | R | F | 10.3 | 65.0 | B | Own | Own | ..... | ..... | 7500 |
| **Schacht 13 Ton** | ..... | 130 | ..... | S | 36x6 | DS40x7 | Wau KU | 6-4¼x4¾ | 43.3 | L | PC | ..... | Own | Zen | G | Bos-A | Non | D. B-L | B-L | U | 7 | Spi | Own | W | F | 14.0 | 88.2 | B | Own | Ros | ..... | ..... | 10000 |
| **Schacht 15 Ton** | ..... | 130 | ..... | S | 36x7 | DS40x8 | Wau KU | 6-4¼x4¾ | 43.3 | L | PC | ..... | Own | Zen | G | Bos-A | Non | D. B-L | B-L | U | 7 | Spi | Own | W | F | 14.0 | 88.2 | B | Own | Ros | ..... | ..... | 10600 |
| **Walter FK** | 6100 | Opt | 118 | P | 40x8 | P 40x8 | Own 6 | 6-4¼x4¾ | 43.4 | L | PC | Own | Own | Zen | V | Eis | D-R | . Own | Own | U | 5 | Own | Own | R | D | 8.50 | 85.0 | E* | Own | Ros | 108 | 78 | 7500 |
| **Walter FH** | 7600 | Opt | 136 | P | 40x8 | DP40x8 | Own 6 | 6-4½x5¾ | 48.6 | L | PC | Own | Own | Zen | V | Eis | D-R | Own | Own | U | 5 | Own | Own | R | D | 8.50 | 85.0 | E* | Own | Ros | 126 | 96 | 9000 |
| **Walter FHR** | 7600 | Opt | 172 | S | 40x8 | DS40x8 | Own 6 | 6-4½x5¾ | 48.6 | L | PC | Own | Own | Zen | V | Eis | D.R | Own | Own | U | 5 | Own | Own | R | D | 8.50 | 85.0 | E* | Own | Ros | 126 | 96 | 10000 |
| **White 52T** | 4700 | $129\frac{1}{2}$ | $129\frac{1}{2}$ | S | 36x5‡ | DS40x5 | Own GRB | 4-4¼x5¾ | 28.9 | L | PC | Own | Own | Zen | V | ..... | L-N‡ | P. Own | Own 2B | U | 4 | Spi | Own | F | $1\frac{1}{2}$ | 11.7 | 76.5 | B* | Own | Own | $94\frac{3}{8}$ | $62\frac{3}{8}$ | 8126 |
| ***White 51A** | 3875 | 134 | 134 | S | 36x5‡ | S 36x8‡ | Own GRB | 4-4¼x5¾ | 28.9 | L | PC | Own | Own | Zen | V | ..... | L-N‡ | P. Own | Own 2B | U | 4 | Spi | Own | S | $1\frac{1}{2}$ | 7.14 | 46.7 | B* | Own | Own | 80 | $48\frac{1}{2}$ | ..... |

# Motor Bus Chassis Specifications

Key of abbreviations, page 48

| MAKE AND MODEL | GENERAL | | | | | ENGINE | | | | ELECTRICAL SYSTEM | | | | Normal Speed | | TRANSMISSION | | | | REAR AXLE | | | FRONT AXLE | | | TIRES AND WHEELS | | | | DIMENSIONS (In.) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | WEIGHT | | | | | | | | | | BATTERY | | | | CLUTCH | GEARSET | | | | | | | | | TIRES (In.) | | | | OVERALL | | |
| | Seating Capacity | Chassis Only | Chassis with Body | Recommended Body Allowance | Wheelbase | Make and Model | Number of Cylinders, Bore and Stroke | Radiator Make | Carburetor Make | Ignition System Make | Generator and Starter Make | Make | Voltage and Amp. Hr. Cap. | High M. P. H. | Low M. P. H. | Type and Make | Make and Model | Number of Forward Speeds | Universal Make | Make and Model | Final Drive | Brake Location | Make and Model | Steering Gear Make | Front | Rear | Wheels—Make | Turning Radius (Ft.) | Floor Height | Length | Width |
| ***A.C.F. 508** | 30 | ..... | ..... | ..... | 230 | Ha S | 6-4¼x5½ | ..... | Zen | D-R | D-R | Opt | 12-180 | ..... | ..... | D. B-L | B-L 55 | 4 | Spi | Tim | W | E° | Tim | Ros | P 38x7 | DP38x7 | Bud | ..... | ..... | ..... | ..... |
| ***A.C.F. 519 (gas..elec.)** | 60 | ..... | ..... | ..... | 230 | Ha S | 6-4¼x5½ | ..... | Zen | D-R | D-R | Opt | 12-180 | ..... | ..... | | | | Spi | Tim | W | E° | Tim | Ros | P 36x8 | DP36x8 | Bud | ..... | ..... | ..... | ..... |
| ***A.C.F. 601** | 23 | ..... | ..... | ..... | 198 | Ha S | 6-3¾x5 | ..... | Zen | D-R | D-R | Opt | 12-115 | ..... | ..... | D. B-L | B-L 55 | 4 | Spi | Tim | W | E* | Tim | Ros | P 34x7½ | DP34x7½ | Bud | ..... | ..... | ..... | ..... |
| **Acme 116** | 18 | 4910 | 8460 | ..... | 180 | Con 6B | 6-3¾x5 | Per | Zen | Eis | Bos-A | Wil | 6-153 | 40 | ..... | D. B-L | B-L 51 | 4 | Blo | Wis 67410 | R | A* | Shu | Ros | P 32x6 | DP32x6 | Mot | ..... | $21\frac{3}{4}$ | 259 | $83\frac{3}{4}$ |
| **Acme 112** | 22 | 5110 | 9280 | ..... | 205 | Con 7T | 6-4⅛x5¼ | Per | Str | Eis | Bos-A | Wil | 6-153 | 45 | ..... | D. B-L | B-L 55 | 4 | Blo | Wis | B | A* | Shu | Ros | P 36x6 | DP32x6 | Mot | ..... | $21\frac{3}{4}$ | 276 | $83\frac{3}{4}$ |
| **Brockway JB** | 16 | 3200 | 4700 | 1500 | 142 | Wis C | 4-3¾x5 | G&O | Zen | A-L | A-L | Exi | 6-153 | 38 | 5 0 | P. B&B | B-L 20 | 3 | Spi | Col 54030 | S | G* | Col 3204 | Ros | P 32x6 | P 32x6 | Mel | 25 | $31\frac{1}{2}$ | 203 | $67\frac{1}{4}$ |
| **Brockway EB** | 20 | 3975 | 6350 | 2500 | 153° | Wis SU | 4-4x5 | G&O | Zen | L-N | L-N | Exi | 12-220 | 40 | 7 0 | D. B-L | B-L 30 | 3 | Spi | Col 55004 | S | G* | Col 5403 | Ros | P 32x6 | P 34x7 | Mel | 28 | $28\frac{1}{2}$ | 243 | 64 |
| **Brockway EB4** | 20 | 4150 | 6400 | 2500 | 154° | Wis Y | 6-3¾x5 | G&O | Zen | L-N | L-N | Exi | 12-220 | 42 | 7 0 | D. B-L | B-L 30 | 3 | Spi | Col 55004 | S | G* | Col 5403 | Ros | P 32x6 | P 34x7 | Mel | 28 | $28\frac{1}{2}$ | 243 | 64 |
| **Brockway H** | 26 | 6450 | 7975 | 3000 | 182° | Wis H | 6-4x5 | G&O | Zen | L-N | L-N | Exi | 12-220 | 30 | 8 5 | D. B-L | B-L 55 | 4 | Spi | Wis 6731 | R | G* | Shu 5559B | Ros | P 32x6 | DP32x6 | Bud | 30 | $26\frac{1}{2}$ | 256 | 74 |
| **Brockway JBF** | 16 | 3450 | 4700 | 1500 | 149 | Wis F | 6-3¼x4¼ | G&O | Zen | A-L | A-L | Exi | 6-153 | 44 | 5 0 | P. B&B | B-L 20 | 3 | Spi | Col 54030 | S | G° | Col 3205 | Ros | P 32x6 | P 32x6 | Mel | 25 | $31\frac{1}{2}$ | 213 | $67\frac{1}{4}$ |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brockway 8W | 24 | 4820 | 6450 | 2500 | 173° | Wis Y | 6-3⅜x5 | G&O | Zen | L-N | L-N | Exi | 12-220 | 35 | | D. B-L | B-L 35 | 4 | Spi | Wis 4610 | R | G* | Col 5403 | Ros | P 32x6 | DP32x6 | Bud | 32 | 28½ | 263 | 68 |
| Brockway J1 | 32 | 7680 | 11000 | 5000 | 221° | Wis H | 6-4x5 | G&O | Zen | L-N | L-N | Exi | 12-220 | 32 | 6 0 | D. B-L | B-L 55 | 4 | Spi | Tim 65220 | I | B‡ | Shu 610B | Ros | P 34x7 | DP34x7 | Bud | 32 | 26 | 344¼ | 90 |
| Concord Bus | 25 | 6200 | 11500 | 5300 | 216 | Bud BUS | 6-4x5½ | Own | Zen | Bos-A | L-N | Exi | 12-220 | 40 | 7 0 | D. B-L | B-L 51Sp | 4 | Blo | Tim 65718 | W | A | Shu 5550B | Ros | P 32x6 | DP32x6 | Bud | 38 | 28 | 269 | 90 |
| Corbitt SB-620 | 15 | 3350 | 5100 | 1750 | 138 | Con 18E | 6-3⅜x4 | Per | Str | D-R | D-R | Pol | 6-150 | 40 | 5 0 | D. B-L | B-L 20 | 4 | Spi | Tim 62501H | S | G | Tim 11703H | Ros | B32x6.75 | B32x6.75 | | 26 | 27 | 240 | 72 |
| Corbitt SB630 | 18 | 3850 | | | 140 | Con 15C | 6-3⅜x4⅝ | Per | Zen | D-R | D-R | Pol | 6-150 | 50 | 7 0 | D. B-L | B-L 31 | 3 | Spi | Tim 5622H | S | G | Tim 12703H | Ros | B34x7.50 | B34x7.50 | | 30 | 28 | 258½ | 74⅛ |
| Corbitt SB-646 | 21 | | | Opt | Con 15C | 6-3⅜x4⅝ | Per | Zen | D-R | D-R | Pol | 6-150 | 40 | 7 0 | D. B-L | B-L 35 | 4 | Spi | Tim 63102H | W | G | Tim 14703H | Ros | P 32x6 | DP32x6 | | | 28 | | | |
| Day-Elder 20 | 20 | 5300 | 7800 | 2500 | 168 | Con 6B | 6-3⅜x5 | Bus | Zen | L-N | L-N | USL | 12-143 | 35 | 7 0 | D. Ful | Ful GU14 | 4 | Spi | Tim 63500D | W | A | Tim 14703 | Ros | P 32x6 | DP32x6 | Bud | 30 | 30 | 258½ | 72¼ |
| Day-Elder 30 | 30 | 7300 | 11300 | 4000 | 220 | Bud BA6 | 6-4½x5⅛ | Bus | Zen | L-N | L-N | USL | 12-143 | 35 | 7 0 | D. Ful | Ful RU16 | 4 | Spi | Tim 65700D | W | A | Shu 610B | Ros | P 36x6 | DP36x6 | Bud | 27 | 29 | 317 | 80 |
| Denby 36 | 30 | 7000 | 10500 | 3500 | 216 | Con 6B | 6-3⅜x5 | Lon | Zen | Bos-R | Bos-R | Wil | 12-153 | 30 | | D. Ful | Ful GU14 | 4 | Blo | Cla 3D | I | A | Shu 610B | Ros | P 36x6 | DP36x6 | Bud | 34 | 21 | 294 | 91 |
| Douglas | 21 | 5700 | 9150 | 3450 | 182 | Bud DS6 | 6-3⅝x5 | Chi | Sch | N-E | N-E | Exi | 12-117 | | | D. Ful | Ful | 4 | Blo | Wis 67500 | R | A | Shu | Ros | P 32x6 | DP32x6 | Van | | 24 | 288 | 90 |
| Fegeol 503 (Kent) | 29 | | | | 230 | Ha S | 6-4½x5½ | | Zen | D-R | D-R | | | | | D. Own | Own | 4 | Spi | Tim | W | E | Tim | Ros | P 36x6 | P 36x6 | Bud | | | | |
| Fegeol Parlor Car | 26 | | | | 230 | Wau | 6-4½x5¾ | Own | Zen | Bos-R | D-R | USL | 12-118 | 35 | 7 0 | D. B-L | B-L 55 | 4 | Spi | Tim 65190 | W | B° | Tim 1560 | Ros | P 36x6 | DP36x6 | Bud | 38½ | 20¾ | 342 | 89 |
| *Fegeol Street Car | 29 | | | | 233 | Wau | 6-4½x5¾ | Own | Zen | Bos-R | D-R | USL | 12-118 | 35 | 7 0 | D. B-L | B-L 55 | 4 | Spi | Tim 65190 | W | B° | Tim 1560 | Ros | P 36x6 | DP36x6 | Bud | 38 | 22½ | 339 | 89 |
| *Fegeol Dbl. Deck | 58 | | | | 233 | Wau | 6-4½x5¾ | Own | Zen | Bos-R | D-R | USL | 12-118 | 35 | 8 0 | D. B-L | B-L 55 | 4 | Spi | Tim 6521 | W | B° | Tim 1660 | Ros | P 36x8 | DP36x8 | Bud | 45½ | 21 | 360½ | 93½ |
| Fifth Ave. J | 25 | 5850 | 8530 | 2780 | 172 | Yell EZ | 4-4x6 | Own | Zen | Eis | N-E | Exi | 12-120 | 30 | 7 5 | P. Own | Own J | 4 | She | Tim 6412 | W | A | Tim 1523 | Ros | P 32x6 | DP32x6 | Bud | 30½ | 27⅝ | 277 | 87½ |
| Fifth Ave. L | 55 | 6850 | 12040 | 5190 | 174¾ | Yell EZ | 4-4x6 | Own | Zen | Eis | N-E | Exi | 12-150 | 27 | 5 0 | Yell | Own L | 4 | Spi | Own L | I | B | Own L | Ros | S 36x5 | DS36x6 | Own | 26½ | 25 | 296 | 90 |
| Garford KB | 21 | 4400 | 11500 | 3000 | 180 | Wis Y | 6-3⅜x5 | Lon | Zen | A-L | A-L | Wil | 6-135 | 35 | 7 3 | D. B-L | B-L 31 | 3 | B.G. | Tim 5620H | B | E | Tim 1473H | Han | P 36x6 | P 34x7 | Day | 29 | 25 | 276½ | 71 |
| Garford CB | 21 | 6600 | 11300 | 4400 | 220 | Wis Z | 6-4½x5 | Lon | Zen | Spl | L-N | Wil | 12-153 | 5. | 11 9 | D. B-L | B-L 60S | 4 | Spi | Tim 6522W | W | E | Tim 1660W | Ros | P 32x6 | DP32x6 | Bud | 35 | 23 | | |
| Graham Bros. JD | 16 | 3825 | 6890 | 3000 | 162 | Dodge | 6-3⅜x4½ | Lon | Str | N-E | N-E | Wil | 6-215 | 40 | | P. B&B | Own | 4 | U-P | Own | S | E† | Own | Han | P 32x6 | P 34x7 | Cla | 27½ | 27½ | 249 | 77 |
| Graham Bros. YD | 21 | 4075 | 7155 | 3000 | 162 | Dodge | 6-3⅜x4½ | Lon | Str | N-E | N-E | Wil | 6-215 | 35 | | P. B&B | Own | 4 | U-P | Own | S | E† | Own | Han | P 32x6 | P 34x7 | Cla | 27½ | 27½ | 250 | 86 |
| Graham Bros. YDX | 21 | 4370 | 7450 | 3000 | 162 | Dodge | 6-3⅜x4½ | Lon | Str | N-E | N-E | Wil | 6-215 | 35 | | P. B&B | Own | 4 | U-P | Own | S | E† | Own | Han | P 32x6 | DP32x6 | Bud | 28 | 26½ | 250 | 86 |
| Gramm 363N | 15 | 3100 | 5100 | 1000 | 164 | Lyc S | 6-3½x4½ | Own | Zen | A-L | A-L | USL | 6-133 | | | D. Cov | Cov | 3 | Blo | Eat 1002 | B | B* | Col 5300 | Ros | P 30x5 | P 32x6 | Smi | | | | |
| Gramm RA | 17 | 5500 | 8500 | 3000 | 184 | Lyc TS | 6-3⅞x5 | Own | Zen | A-L | DJ | Wil | 6-215 | | | D. Ful | Ful GU | 4 | Blo | Eat 2252 | B | E* | Col 5268 | Ros | P 32x6 | DP32x6 | Bud | 30 | 20 | 255 | 82 |
| Gramm 30 | 21 | 6200 | 9200 | 3000 | 210 | Bud BA-6 | 6-4½x5⅛ | Own | Zen | A-L | DJ | Wil | 6-215 | | | D. Ful | Ful GU | 4 | Blo | Wis 6617 | R | E‡ | Shu 5550 | Ros | P 32x6 | DP32x6 | Bud | 32 | 20 | 299 | 82 |
| Gramm 31 | 25 | 6500 | 9500 | 3000 | 236 | Bud BA-6 | 6-4½x5⅛ | Own | Zen | A-L | DJ | Wil | 6-215 | | | D. Ful | Ful GU | 4 | Blo | Wis 6617 | R | E‡ | Shu 5550 | Ros | P 32x6 | DP32x6 | Bud | 35 | 20 | 325 | 82 |
| Guilder 20 | 17 | 3650 | | | 152 | Bud HS6 | 6-3⅜x4½ | G&O | Zen | D-R | D-R | Wil | 6- | | | D. B-L | B-L 31 | 3 | Spi | Cla 504 | B | A* | Shu 5410 | Ros | P 32x6 | DP32x6 | Bud | | 25 | | |
| Guilder 26 | 21 | | | | 180 | Bud DW6 | 6-3⅜x5 | G&O | Zen | D-R | D-R | Wil | 6- | | | D. B-L | B-L 31 | 3 | Spi | Wis 4700 | R | A* | Shu 5410 | Ros | P 32x6 | DP32x6 | Bud | | 26 | | |
| Guilder 35 | 25 | | | | 204 | Bud DW6 | 6-3⅜x5 | G&O | Zen | D-R | D-R | Wil | 6- | | | D. B-L | B-L 51 | 4 | Spi | Wis 67500 | R | A‡ | Shu 5550B | Ros | P 32x6 | DP32x6 | Bud | | 26 | | |
| Guilder 36 | 25 | 6000 | | | 204 | Bud BA6 | 6-4½x5⅛ | G&O | Zen | N-E | N-E | Wil | 12- | 45 | 5 0 | D. B-L | B-L 51 | 4 | Spi | Wis 1261K | R | A‡ | Shu 6103 | Ros | P 36x6 | DP36x6 | Bud | 36 | 26 | 312 | 92 |
| Ealn KB | 27 | 4100 | 8400 | | 198 | Con 6B | 6-3⅜x5 | Chi | Sch | Bos-R | L-N | Wil | 12-220 | | 5 0 | D. B-L | B-L | 4 | Spi | Wis 6730 | R | A | Shu 5550B | Ros | S 32x6 | DP32x6 | Bud | | 27 | Opt | Opt |
| Ealn LB | 35 | 6800 | 10300 | | 245 | Con 14H | 6-4¼x5¾ | Chi | Sch | Bos-R | L-N | Wil | 12-220 | | 5 0 | D. B-L | B-L 60 | 4 | Spi | Tim 6530 | R | A | Shu 5550A | Ros | S 34x7 | DP34x7 | Bud | | 28 | Opt | Opt |
| Ealn OB | 20 | 4700 | 7500 | | 144 | Her OX | 4-4x5 | Chi | Str | Bos-R | L-N | Wil | 6-110 | | 7 0 | D. B-L | B-L | 3 | Spi | Wis 6736 | R | A | Shu 11A | Ros | S 32x6 | S 32x6 | Bud | | 25 | Opt | Opt |
| Int. Harvester 15 | 16 | 4125 | | 2500 | 160 | Lyc 4SL | 6-3½x4½ | Lon | Zen | D-R | D-R | Pol | 6-103 | | | P. Lon | Own | 3 | A.M. | Eat | B | A* | Eat | CAS | B32x6.75 | B32x6.75 | Bud | 29 | 24 | 259 | 77 |
| Kenworth LU21 | 21 | 6100 | | 3500 | 203 | Bud BA6 | 6-4½x5⅛ | Bus | Zen | Bos-R | L-N | Tor | 6-150 | 45 | | D. B-L | B-L 51 | 4 | Spi | Tim 65220 | W | B* | Shu 610B | Ros | P 32x6 | DP32x6 | Bud | 36 | 25 | 293 | 60 |
| Kenworth LU29 | 21 | 7000 | | 4500 | 244 | Bud GL6 | 6-4½x6 | Bus | Zen | Bos-R | L-N | Tor | 6-150 | 45 | | D. B-L | B-L 51 | 4 | Spi | Tim 65220 | W | B* | Tim 1660 | Ros | P 34x7 | DP34x7 | Bud | 40 | 25 | 364 | 72 |
| Kissel | 21 | | 7725 | 2400 | 182 | Own CB6 | 6-3⅝x5⅛ | Fed | Sch | D-R | D-R | Wil | 6-240 | 45 | | P. B&B | A-G | 3 | Spi | Tim 5620H | B | E | Tim 2341H | Ros | P 32x6 | P 34x7 | Bud | | 24 | 248 | |
| Larrabee XH31 | 21 | 5600 | 9000 | 3400 | 190 | Con 6B | 6-3⅜x5 | Fed | Zen | D-R | D-R | Exi | 12-120 | 45 | 5 0 | D. B-L | B-L 51 | 4 | Spi | Wis 67300 | R | A | Shu 5550B | Ros | P 32x6 | DP32x7 | Bud | 37 | 25 | 220 | 84 |
| Mack AB City Type | 25 | | | | 196 | Own AB | 4-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | D. Own | Own AB | 4 | Spi | Own AB | R | B‡ | Own AB | Own | Opt* | Opt* | Bud | 27½ | 25⅝ | 311 | 89½ |
| Mack AB City Type | 25 | | | | 225 | Own AB | 4-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | D. Own | Own AB | 4 | Spi | Own AB | R | B‡ | Own AB | Own | Opt* | Opt* | Bud | 31 | 25⅝ | 340¼ | 89½ |
| Mack AB Par. Car | 25 | | | | 2301½ | Own AB | 4-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | D. Own | Own AB | 4 | Spi | Own AB | R | B‡ | Own AB | Own | Opt* | Opt* | Bud | 31½ | 28 | 3333⅜ | 91⅜ |
| Mack AB (gas.-elec.) | 25 | | | | 196 | Own AB | 4-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | . Non | Non | | Spi | Own AB | R | B‡ | Own AB | Own | S 34x7* | DS34x7 | Bud | 29 | 25⅝ | 311 | 89½ |
| Mack AB (gas.-elec.) | 29 | | | | 225 | Own AB | 4-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | . Non | Non | | Spi | Own AB | R | B‡ | Own AB | Own | S 34x7* | DS34x7* | Bud | 32 | 25⅝ | 340¼ | 89½ |
| Mack AL City Type | 29 | | | | 233 | Own AL | 6-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | P. Own | Own AL | 4 | Spi | Own AL | R | B‡ | Own AL | Own | S 34x7* | DS34x7* | Bud | 34 | 28 | 351⅞ | 89½ |
| Mack AL Par. Car | 29 | | | | 233 | Own AL | 6-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | P. Own | Own AL | 4 | Spi | Own AL | R | B‡ | Own AL | Own | S 34x7* | DS34x7* | Bud | 34 | 28 | 3543¼ | 91⅜ |
| Mack AL (gas.-e. c.) | 25 | | | | 233 | Own AL | 6-4¼x5 | Own | Str | Spl | N-E‡ | Exi | 12-110 | | | . Non | Non | | Spi | Own AL | R | B‡ | Own AL | Own | S 34x7* | DS34x7* | Bud | 34 | 28 | 351⅞ | 89½ |
| Menominee T | 16 | 5600 | 8800 | 3500 | 176 | Wis Y | 6-3⅜x5 | Per | Zen | D-R | D-R | Wil | 6-170 | 38 | 10 | P. B&B | Cot AU | 4 | Pic | Wis | R | B | Shu 5550 | Ros | P 32x6 | DP32x6 | Bud | 28 | 26 | 262 | 77½ |
| Menominee T | 21 | 6350 | 10350 | 4000 | 201 | Wis HB | 6-3⅜x5 | Per | Zen | D-R | D-R | Wil | 6-170 | 38 | 7 | P. B&B | Cot AU | 4 | Pic | Wis | R | B | Shu 5550 | Ros | P 34x7 | DP34x7 | Bud | 28 | 26 | 292 | 87 |
| Nevin A | 25 | 7000 | 11000 | 4000 | 225 | Bud BA6 | 6-4⅛x5⅛ | Bus | Zen | Eis | L-N | Own | 12-146 | 35 | 6 | D. B-L | B-L 55 | 4 | Spi | Tim 65700D | W | A | Shu 610B | Ros | P 38x7 | DP38x7 | Bud | 32 | 28 | 328 | 90 |
| *Pierce-Arrow Z | 25 | 6240 | 9100 | 3000 | 196 | Own | 6-4x5½ | Own | Own | D-R | D-R | Wil | 12-132 | 50 | 3 0 | . Own | Own | 4 | Spi | Own | W | H‡ | Own | Own | P 36x6 | DP36x6 | Bud | 37½ | 28 | 282 | 89⅛ |
| *Pierce-Arrow Z | 30 | 6350 | 9700 | 3500 | 220 | Own | 6-4x5½ | Own | Own | D-R | D-R | Wil | 12-132 | 50 | 3 0 | . Own | Own 55 | 4 | Spi | Own | W | H‡ | Own | Own | P 36x6 | DP36x6 | Bud | 40 | 28 | 303 | 89⅛ |
| Rehberger B3 | 25 | 6800 | 10300 | 3500 | 204 | Bud BUS | 6-4x5⅛ | Bus | Zen | Eis | L-N | Wil | 12-132 | 40 | 7 0 | D. B-L | B-L 55 | 4 | Spi | Tim 65710D | W | A‡ | Shu 610B | Ros | P 36x6 | DP36x6 | Bud | 29 | 28 | 294 | 90 |
| Rehberger B4 | 25 | 7000 | 10500 | 3500 | 224 | Bud BA6 | 6-4⅛x5⅛ | Bus | Zen | Eis | L-N | Wil | 12-132 | 40 | 7 0 | D. B-L | B-L 55 | 4 | Spi | Tim 65700D | W | A‡ | Shu 610B | Ros | P 36x6 | DP36x6 | Bud | 33 | 30 | 326 | 90 |
| *Reo GB | 21 | 4710 | | 3500 | 175 | Own | 6-3⅝x5 | Own | Sch | N-E | N-E | Wil | 6-240 | | | D. B-L | A-G | 4 | Pet | Own | S | E† | Own | Own | P34x7.50 | DP34x7 5 | Van | 29½ | | | |
| Royal D | 25 | 6100 | | 3400 | 220 | Wis Z | 6-4½x5 | Bus | Zen | Eis | L-N | Exi | 12-28. | | | D. B-L | B-L | 4 | Pet | Tim 6522 | W | | Tim 1660 | Ros | P 36x6 | P 36x6 | Bud | | 25 | 316 | 96 |
| Royal E | 25 | 7100 | | 3600 | 220 | Wis Z | 6-4½x5 | Bus | Zen | Eis | L-N | Exi | 12-28. | | | D. B-L | B-L | 4 | Pet | Tim 6522 | W | | Tim 1660 | Ros | P 36x6 | DP36x6 | Bud | | 25 | 353 | 96 |
| Safeway 6 Wh'lr 64 | 29 | 8970 | | | 224 | Con 12H | 6-4¼x5¼ | U.S. | Str | Eis | N-E | Wil | 12-130 | 35 | | D. B-L | 3-L 55 | 4 | Spi | Tim 64220D | W | E° | Tim 1660C3 | Ros | P 34x7 | P 34x7 | Bud | 35 | | 339 | 88⅞ |
| Safeway 6 Wh'lr 66 | 63 | 10000 | | | 234 | Con 15H | 6-4½x5¾ | U.S. | Str | Eis | N-E | Wil | 12-250 | 28 | | D. B-L | 3-L 60 | 3 | Spi | Tim 6422J10 | W | E° | Tim 1660A1 | Ros | P 36x8 | P 36x8 | Bud | 36 | 28⅝ | 374 | 92⅞ |
| Schacht N | 25 | 7800 | | 4000 | 205° | Wau KU | 6-4¼x4¾ | Own | Zen | L-N | L-N | Exi | 6-120 | 50 | | D. B-L | Ful | 4 | Spi | Wis 1250K | R | A‡ | Own | Ros | P 36x6 | DP36x8 | Bud | 33 | 28 | 291⅜ | 84 |
| Selden Pacemaker | 18 | 4075 | | 2000 | 185° | Con 15C | 6-3⅜x4⅝ | Own | Str | N-E | N-E | Exi | 12-153 | 50 | 5 0 | D. B-L | 3-L 31 | 3 | Blo | Cla 501 | B | | Shu | Ros | S 32x6 | S 32x6 | Van | | 24 | Opt | Opt |
| Selden Roadmaster | 25 | 5650 | | 3000 | 210° | Con 6B | 6-3⅜x5 | Own | Str | N-E | N-E | Exi | 12-150 | 50 | 5 0 | . B-L | 3-L 51 | 4 | Blo | Cla 720 | | | Tim | Ros | S 32x6 | DP24x7 | Van | | 24 | | |
| Studebaker 75 | 21 | 5210 | 8260 | 3150 | 184 | Own | 6-3⅞x5 | Lon | B.B. | D-R | D-R | Wil | 12-103 | 55 | 5 0 | D. Lon | Ful | 3 | Spi | Eat | S | G* | Eat | Ros | S34x7.5 | B 34x7 5 | Bud | 31 | 27½ | 279⅜ | 90 |
| Studebaker 75 Jr | 14 | 4600 | 7330 | 2730 | 158 | Own | 6-3⅞x5 | Lon | B.B. | D-R | D-R | Wil | 12-103 | 55 | 5 0 | D. Lon | Ful | 3 | Spi | Eat | S | G* | Eat | Ros | S32x6.75 | B 32x6 75 | Van | 30 | 26¼ | 250⅛ | 78½ |
| Studebaker 76 Special | 22 | 4765 | 7855 | 3130 | 184 | Own | 6-3⅞x5 | Lon | B.B. | D-R | D-R | Wil | 12-108 | 55 | 5 0 | D. Lon | Ful | 3 | Spi | Eat | S | G* | Eat | Ros | S32x6.75 | B 32x6 75 | Van | 34 | 24 | 289 | 92 |
| Twin City DW | 25 | 7500 | 11500 | 4100 | 210 | Own TW | 4-4¼x6 | Mod | Zen | Bos-A | L-N | Wil | 12-153 | 35 | 6 0 | D. Ful | Ful HU16 | 4 | Spi | Tim 6518B2 | W | A | Tim 1560B2 | Ros | P 36x6 | DP36x6 | Bud | 36 | 22 | 310 | 90 |
| Twin Coach | 40 | | 15500 | | 194 | Wau | 6-3½x4½‡ | Lon | Zen | D-R | L-N | Exi | 12-125 | 50 | 5 0 | D. B-L | B-L ‡ | 3 | Pet | Tim | W | E° | Tim | Ros | P40x10½ | DP38x7 | Day | 33 | 26 | 360 | 96 |
| Victor 80B | 35 | 8000 | | | 221 | Con 14H | 6-4½x5¾ | | Zen | Eis | A-L | Wil | 6-180 | 40 | 4 3 | D. Ful | Ful HU16 | 4 | U-M | Wis 1305K | R | B | Shu 610B | Ros | P 35x6 | DP38x7 | Ind | 39½ | 23 | Opt | Opt |
| Ward La France 3B | 25 | 6300 | 9700 | 3400 | Opt | Wau DU | 6-4½x6¼ | Bus | Str | Bos-R | Bos-R | Wil | 12-132 | 35 | | D. B-L | B-L 55 | 4 | Spi | Tim | W | A | She | Ros | P 36x6 | DP36x6 | Bud | 36 | 28 | 304 | 75½ |
| Ward La France 4L6 | 25 | 6600 | | | Opt | Wau 6QL | 6-4⅝x5¾ | | Str | Bos-R | Bos-R | Pol | 12-174 | | | D. B-L | B-L | 4 | Spi | Tim | W | | Shu | Ros | P 34x7 | DP34x7 | Bud | | | | |
| White 50B | 29 | 6494 | | | 198° | Own GRB | 4-4¼x5¾ | Own | Zen | | L-N | Opt | 12-132 | | | P. Own | Own GRB8 | 4 | Spi | Own 50B | R | B° | Own 50B | Own | P 34x7 | DP34x7 | Bud | 38½ | 26 | 299 | 83 |
| White 53 | 21 | 6000 | | | 180° | Own GRB | 4-4¼x5¾ | Own | Zen | | L-N | Opt | 12-132 | | | P. Own | Own GRB8 | 4 | Spi | Own 53 | S | B‡ | Own 53 | Own | B34x7.50 | DB34x7 5 | Bud | 33½ | 26 | 281¼ | 84½ |
| *White 54 | 29 | 7915 | | | 227° | Own 1A | 6-4⅜x5¾ | Own | Zen | L-N | L-N | Opt | 12-112 | | | P. Own | Own 1B | 4 | Spi | Own 54 | S | E° | Own 54 | Ros | B 38x9 0 | DB38x9 0 | Bud | 40¾ | 24⅝ | 327 | 91 |
| Yellow Coach X | 21 | 5040 | 8900 3 | 8600 | 210 | Yell | 6-3½x4½ | Lon | Zen | N-E | N-E | Ves | 12-100 | | | D. Lon | B-L | 4 | Spi | Tim | S | E | Tim | Ros | B 34x7 5 | DB34x7 5 | Bud | 30 | 23⅝ | 260 | 90 |
| Yellow Coach X | 17 | 5040 | 9100 | 4060 | 210 | Yell | 6-3½x4½ | Lon | Zen | N-E | N-E | Ves | 12-100 | | | D. Lon | B-L | 4 | Spi | Tim | S | E | Tim | Ros | B 34x7 5 | DB34x7 5 | Bud | 30 | 23⅝ | 291 | 84 |
| Yellow Coach Y | 29 | 6750 | 13550 | 6840 | 225 | Yell | 6-3½x5½ | Lon | Zen | N-E | N-E | Ves | 12-100 | | | D. Lon | B-L | 4 | Spi | Tim | S | E | Tim | Ros | B 40x9 0 | DB40x9 0 | Bud | 31½ | 25⅛ | 344 | 90 |
| Yellow Coach Z | 29 | 7550 | 12500 | 4950 | 200 | Yell | 6-4¼x5½ | Lon | Zen | N-E | N-E | Ves | 12-100 | | | D. Own | B-L | 4 | Spi | Tim | W | A | Tim | Ros | P 36x6 | DP36x6 | Bud | 35½ | 26⅝ | 291 | 90 |
| Yellow Coach Z | 67 | 7515 | 13885 | 6370 | 200 | Yell | 6-4¼x5½ | Lon | Zen | N-E | N-E | Ves | 12-100 | | | D. Own | B-L | 4 | Spi | Tim | W | A | Tim | Ros | S 34x6 | D.34x6 | Bud | 36 | 25⅞ | 338⅝ | 94 |
| Yellow Coach Z | 33 | 7380 | 12210 | 4830 | 230 | Yell | 6-4¼x5½ | Lon | Zen | N-E | N-E | Ves | 12-100 | | | D. Own | B-L | 4 | Spi | Tim | W | E | Tim | Ros | P 36x7 | DP34x7 | Bud | | | | |
| Yellow Coach Z, Gas.Elec. | 33 | 9145 | 14110 | 4165 | 230 | Yell | 6-4¼x5½ | Lon | Zen | N-E | N-E | Exi | 6-285 | | | Non | Non | | Spi | Tim | W | A | Tim | Ros | P 36x7 | DP36x7 | Bud | | 25 | 341 | 92½ |
| Yellow Coach Z, Gas.Elec. | 66 | 10350 | 17350 | 7000 | 230 | Yell | 6-4¼x5½ | Lon | Zen | N-E | N-E | Exi | 6-285 | | | Non | Non | | Spi | Tim | W | A | Tim | Ros | S 34x7 | DS34x7 | Bud | | 23½ | 304 | 94 |

‡—Two

# Electric Commercial Cars

| Name and Model Number | Total Weight Resting on Four Tires | Chassis Weight—Exclusive of Battery | Minimum Load Capacity | Maximum Load Capacity | Chassis Price | Maximum Speed | Location of Battery | Mileage Per Charge | Motor | Controller | Speeds Forward | Drive | Rear Axle | Spring | Front Tires | Rear Tires | Steering Gear | Wheelbase | Per Cent of Weight on Rear Wheels |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Electruck 48 | 8700 | 3600 | ..... | ..... | ..... | 15 | A | 50 | G-E | G-E | 4 | C | Own | Eat | S 34x4 | S 34x5 | Ros | 112 | 60 |
| Electruck 39 | 10400 | 4200 | ..... | ..... | ..... | 15 | A | 50 | G-E | G-E | 4 | C | Own | Eat | S 34x4 | S 34x6 | Gem | 135 | 60 |
| Electruck 27 | 32000 | 12200 | ..... | ..... | ..... | 12 | A | 50 | G-E | Own | 5 | C | Own | Eat | S 36x7 | S 40x14 | Gem | 168 | 70 |
| O. B-B | ..... | ..... | ..... | ..... | ..... | 13 | ..... | ..... | G-E | Own | ... | C | D | ... | S 36x4 | D 36x3½ | Own | 107 | ..... |
| O. B-C | ..... | ..... | ..... | ..... | ..... | 11 | ..... | ..... | G-E | Own | ... | C | D | ... | S 36x5 | D 36x4 | Own | 135 | ..... |
| O. B-D. | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | G-E | Own | ... | C | D | ... | S 36x6 | D 36x5 | Own | 143 | ..... |
| Walker 10 | ..... | 2400 | ..... | ..... | ..... | 14 | H&S | 60 | G-E | Own | 4 | S | Cla | Mat | S 32x3½‡ | S 32x4‡ | Ros | 108 | 66 |
| Walker 20 | ..... | 3200 | ..... | ..... | ..... | 15 | A | 50 | Wes | Own | 5 | Own | Own | M | S 34x3½ | S 36x4 | Ros | 94° | 66 |
| Walker 25 | ..... | 3500 | ..... | ..... | ..... | 14 | A | 50 | Wes | Own | 5 | Own | Own | Mat | S 34x4 | S 36x5 | Ros | 101° | 66 |
| Walker 45 | ..... | 4400 | ..... | ..... | ..... | 14 | A | 50 | Wes | Own | 5 | Own | Own | Mat | S 36x4 | S 36x6 | Ros | 114° | 66 |
| Walker 50 | ..... | 4800 | ..... | ..... | ..... | 13 | A | 50 | Wes | Own | 5 | Own | Own | Mat | S 36x5 | S 36x8 | Ros | 126° | 66 |
| Walker 65 | ..... | 7000 | ..... | ..... | ..... | 11 | A | 50 | G-E | Own | 5 | Own | Own | Mat | S 36x5 | D 40x5 | Ros | 131° | 66 |
| Walker 75 | ..... | 7800 | ..... | ..... | ..... | 10 | A | 50 | G-E | Own | 5 | Own | Own | Mat | S 36x6 | D 40x6 | Ros | 141° | 66 |
| Ward A-211 | 4650 | 1800 | 600 | 1150 | ..... | 15 | S | 75 | G-E | Own | 4 | W | She | She | S 32x3 | S 32x3½ | Own | 88 | 56 |
| Ward B-222 | 6000 | 2300 | 1020 | 1700 | ..... | 14 | S | 84 | G-E | Own | 4 | W | She | She | S 32x3½ | S 32x4 | Own | 61 | 62 |
| Ward C-211 | 8000 | 2670 | 2170 | 2880 | ..... | 13 | S | 65 | G-E | Own | 4 | W | She | She | S 32x3½ | S 34x5 | Own | 96 | 64 |
| Ward E-211 | 12000 | 3570 | 4290 | 5430 | ..... | 12½ | S | 56½ | G-E | Own | 4 | W | She | She | S 34x4 | S 36x6 | Own | 107 | 65 |
| Ward G-211 | 16000 | 4500 | 6180 | 7760 | ..... | 11 | S | 44 | G-E | Own | 5 | W | She | She | S 36x5 | S 36x8 | Own | 120 | 68 |
| Ward J-211 | 22500 | 6630 | 9500 | 11200 | ..... | 10 | S | 39½ | G-E | Own | 5 | W | She | She | S 36x6 | S 36x10 | Own | 136 | 70 |
| Ward M-211 | 30000 | 8430 | 13780 | 15920 | ..... | 9 | S | 36 | G-E | Own | 5 | W | She | She | S 36x7 | D 36x7 | Own | 152 | 71 |

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat

# KEY OF ABBREVIATIONS

**For addresses of manufacturers listed below see Chilton Catalog and Directory**

### Wheelbase

*More than one wheelbase furnished.

### Tires

B—Balloon.
P—Pneumatics standard equip.
DP—Dual pneumatics standard equipment.
S—Solids.
DS—Dual solids.
*—Tires at extra cost.
‡—Pneumatics can be furnished at extra cost.

### Engine

Bud—Buda Co.
Con—Continental M. Corp.
D—Head and Side.
FP—Full Pressure to all bearings including wrist pins.
H—Overhead
HaS—American Car & Foun. Co.
Her—Hercules Motor Corp.
I—In Head.
Jackson—Master M. T. Mfg. Co.
L—L-Head.
Lyc—Lycoming M. Corp.
PC—Pressure to all crankshaft and connecting-rod bearings.
PG—Pump, Gravity & Splash.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co.
Wis—Wisconsin M. Mfg. Co.
Yell—Yellow Sleeve V. E. Wks.
X—Sleeve.

### Governor

Dup—Eisemann Magneto Corp.
Han—Handy Gov. Co.
K. P.—K. P. Products Co.
McC—E. R. Klemm.
Mon—Monarch Gov. Co.
Non—Not Supplied.
Pha—Pharo Mfg. Co.
Pie—Pierce Governor Co.
Sim—Eisemann Magneto Corp.
Wau—Waukesha M. Co.

### Radiator

Bow—Bowerbank, E. R. Co.
Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G. & O. Mfg. Co.
Har—Harrison Rad. Corp.
Lon—Long Mfg. Co.
McC—McCord Rad. & Mfg. Co.
McK—McKinnon Dash Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
U. S.—U. S. Cartridge Co.
You—Young Rad. Co.

### Fuel System

B.B.—Penberthy Injector Co.
Car—Carter Carburetor Co.
G—Gravity.
Mar—Marvel Carburetor Co.
O—Pump.
P—Pressure.
Sch—Wheeler Schebler Car. Co.
Ste—Detroit Lubricator Co.
Str—Stromberg Motor Dev. Co.
Til—Tillotson Mfg. Co.
V—Vacuum.
Zen—Zenith-Detroit Corp.

### Electrical Systems

‡—Generator & Starter at Extra Cost.
†—Starter not supplied, Generator at Extra Cost.
*—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp.
Apo—Apollo Magneto Corp.
Bos-A—Am. Bosch Magneto Co.
Bos-R—Rob. Bosch Magneto Co.
Con.—Conn. Tel. & Elec. Co.
DJ—DeJon Elec. Corp.
D-R—Delco-Remy Co.
Dyn—Owen Dyneto Corp.
Eis—Eisemann Magneto Corp.
Exi—Electric S. B. Co.
Gor—R. J. Gorman Co., Inc.
L-N—Leece-Neville Co.
N-E—North East Elect. Co.
Non—Not Supplied.
Pol—Prest-O-Lite Co.
Sci—Scintilla Magneto Co.
Spl—Splitdorf Electrical Co.
USL—U. S. Light & Heat Corp.
Ves—Vesta Battery Corp.
Wil—Willard S. B. Co.

### Clutch and Gearset

*—Other ratios optional.
†—Auxiliary two-speed transmission optional.
A—Amidships.
B & B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cot—Cotta Trans. Corp.
Cov—Covert Gear Co.
Det—A. J. Detlaff Co.
D-G—Detroit Gear & Mach. Co.
D—Disk.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
J—Unit with Jackshaft.
K—Cone.
Lon—Long Mfg. Co.
M. M.—Mechanics Mach. Co.
Mun—Muncie Gear Works.
O—Disk in Oil.
P—Plate.
Roc—Rockford Drill. Mach. Co.
U—Unit with Engine.
W-G—Warner Gear Co.
Yell—Yellow Sleeve V. E. Wks.

### Universal

B.G.—Universal Machine Co.
Blo—Blood Bros. Mach. Co.
Cle—Cleveland St. Prod. Corp.
Har—Spicer Mfg. Co.
M-E—Merchant & Evans Co.
M. M.—Mechanics Machine Co.
Pet—Cleveland Univ. Parts Co.
Pic—Pick Mfg. Co.
Spi—Spicer Mfg. Co.
The—Thermoid Rubber Co.
U-M—Universal Machine Co.
U-P—Universal Products Co.

### Front and Rear Axles

* —Two speed.
½—Semi-Floating.
¾—Three-Quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
C—Chain.
D—Dead.
Eat—Eaton Axle Co.
F—Floating.
I—Internal Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co.
She—Sheldon Axle & Spring Co.
Shu—Shuler Axle Co., Inc.
Tim—Timken Det. Axle Co.
Tor—Eaton Axle & Spring Co.
W—Worm.
Wis—Wisconsin Parts Co.

### Brake

A—Rear Wheels only.
B—Driveshaft and Rear Wheels
D—Jackshaft and Rear Wheels.
E—4-Wheel Brakes.
F—4-Wheel brakes with emergency on jackshaft.
G—4-wheel brakes with emergency on driveshaft.

### Service Brake Type

*—Mechanical.
†—Hydraulic.
‡—Vacuum Booster.
°—Compressed Air.

### Steering Gear

CAS—Columbus G & P. Co.
D-G—Detroit Gear & Mach. Co.
Dod—Dodge Bros. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Products Co.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.